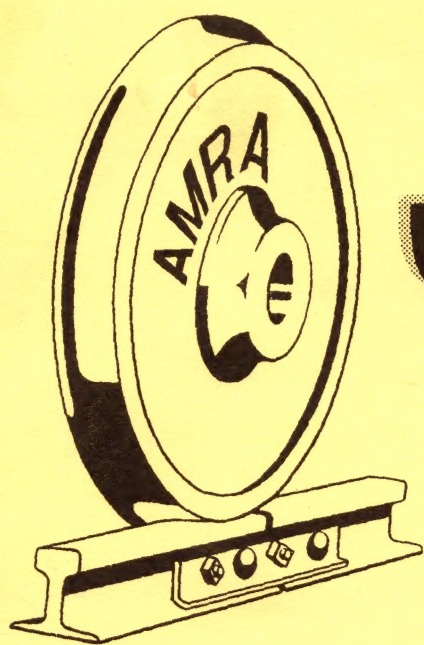


Australian Model Railway Association

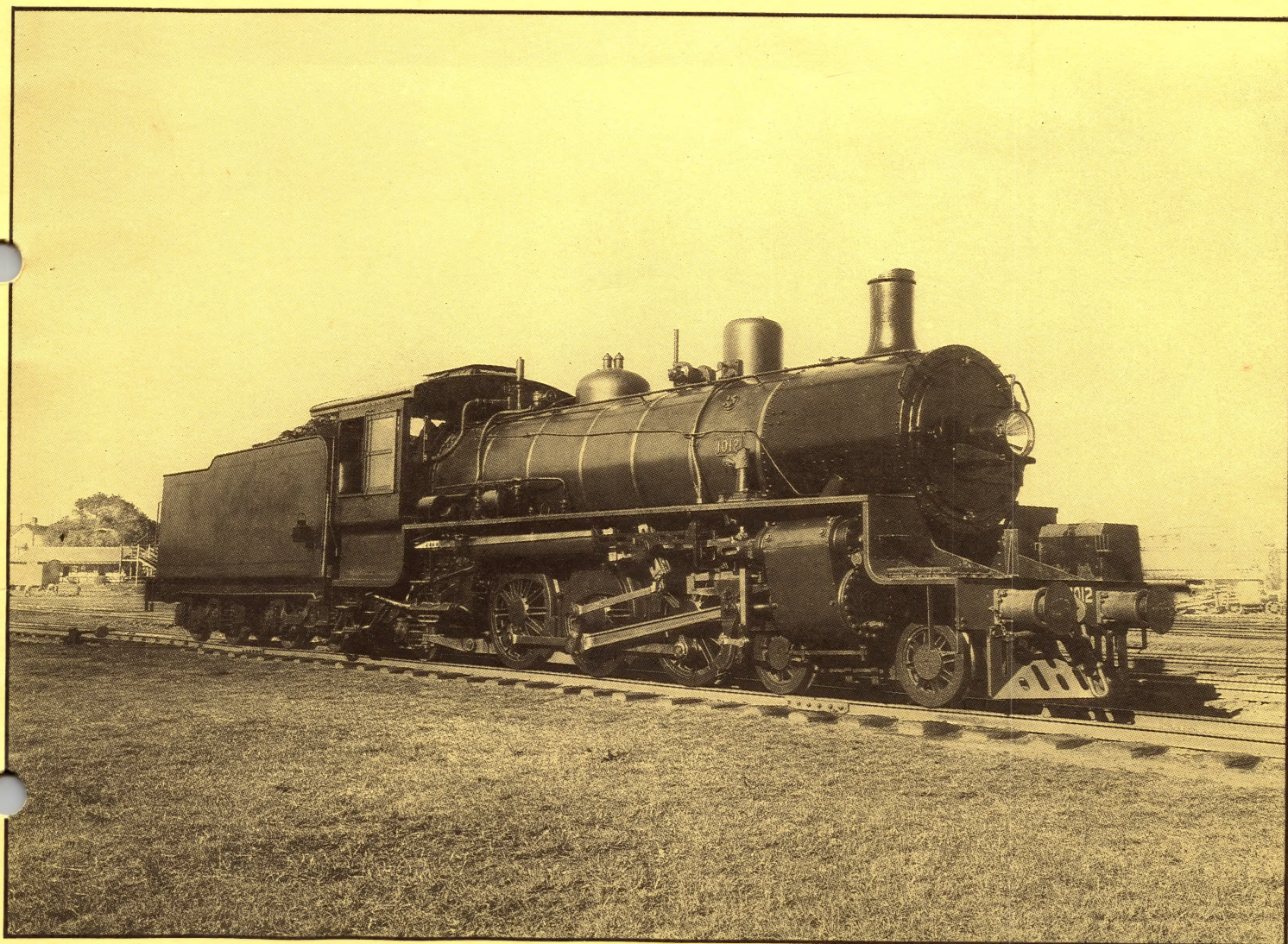


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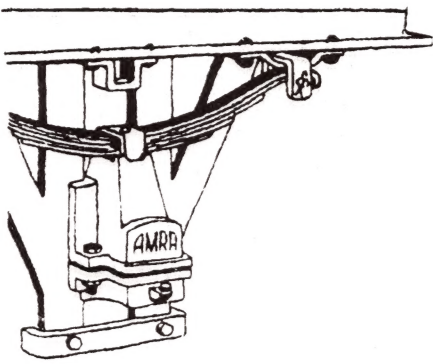
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JOURNAL BOX...

From the Managing Editor

Two recent incidents have left me pondering whether we receive the quality in our hobby here in Australia compared with overseas. The first incident concerned a review of a book of electronic circuits designed for model railways. This book consisted of a reprint of articles that had appeared in a monthly electronics magazine.

In the review, it was mentioned that all the errors that had been made in the original circuit diagrams etc had been corrected. This is fine as far as it goes, but what about the frustration of the purchaser of the original magazine who tries to build the circuit, only to find that it doesn't work! If, like me, you normally only buy this type of magazine when it contains this particular type of article, it does not help when a correction is published, in small print, some time later. Why don't we get it right the first time?

The second case was my recent purchase of two NSW passenger coaches imported by a relatively new agent/importer. These cost over \$30 each and imagine my disgust when placing them on the track, they would not even run an inch without derailing. The wheels had such a wobble that the cars were useless without a replacement wheelset. The more was the pity as the bodywork on these coaches was excellent.

If these coaches had been bought by a parent to give to a child, or perhaps by a newcomer to the hobby who did not happen to have spare wheels available, I would imagine that they would be turned off the hobby altogether.

Roger Lloyd

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Editorial Deadlines

The deadlines for the next issue will be 15th August for hand written articles, 25th August for neatly typed articles and State News, 1st September for articles on floppy disk (IBM format either 3 $\frac{1}{2}$ or 5 $\frac{1}{4}$) and 14th September for addresses and envelopes. Collating and posting is expected on 19th September.

On the Cover

Probably the most popular Queensland Steam locomotive was the Pacific BB18 $\frac{3}{4}$ class. This QR photo shows one of the first of the class, imported from England. The photo was taken at the Mayne Railway Yards. With the coming of Diesels, the grass in the foreground soon died off. In this photo, modellers can see some of the points of interest with these new locos from England. Note the Kero sidelamp on the tender, the clack valves mounted on the firebox (these were later moved forward) and the low profile sand dome cap.

Photo QR.

Notes from the Registrar

Well here we are RENEWAL TIME is upon us already and you should find a RENEWAL and NOMINATION FORM in this issue. Now if by any chance this is not the case do not despair just send your remittance with your name and address and send to me at the address in second page of JOURNAL. \$15-00 for Seniors \$10-00 Students and \$2-00 per Family member.

Also the Address label on the Envelope will have SEP 1 stamped on it. If no SEP 1 you do not send any money unless Family members are involved. ALSO FOR THE UMPTEENTH TIME, DO NOT REDUCE THE FORM IN SIZE, JUST SEND IT BACK JUST AS IT IS, it makes it much easier for filing purposes. There also is another item which has me intrigued each year. When I send back the Membership card, on the bottom it states 'is a financial member to 1st Sept 94 or whatever the current year is, but last year 10 members on receiving the renewal notice in the next JOURNAL sent their money in again, SO TAKE NOTICE if that happens this year they will just get a note back saying as you have already paid and received a Membership Card No. so and so, we now thank you for your donation. It will save a lot of extra work. SO BE WARNED.

I'm sure lots of members have no idea of what is involved in dealing with over a 1000 members, so please just a bit of cooperation will make the job that much easier.

Norm Read

Vale - George Boycott

Those Members of the Association who were privileged to know him were saddened recently to learn of the sudden death of Brigadier Gerard ("George") Boycott.

Although not a member of AMRA, largely because of his advanced age and the distance from his home at Berwick and Glen Iris, George was keenly interested in its activities, as well as a valued member of the LGB Association (most of whose members are also members of AMRA).

Accompanied by his charming wife, he attended the Camberwell Exhibition for many successive years.

He was related to the Captain Boycott from whose name the word "boycott" is derived (although only distantly to a certain cricketer).

Brigadier Boycott was an engineer by profession and a career soldier. In the course of his distinguished years of service with the British Army, he held senior military and diplomatic postings in 21 different countries, among which was that of Senior Military Adviser to the Commander-in-Chief Allied Land Forces prior to, during and subsequently to the "D-Day" landings.

Upon his retirement from the Army, he was for twelve years a Construction Manager and Financial Controller during the design and construction of Victoria's Monash University.

To each of the countries in which he lived, he took several large chests in which were stored what his family called "his trains". Some years ago, in his large garage at Berwick, he had a magnificent, fully scened Marklin layout, with many trains, fully automated, operating simultaneously, with authentic shunting and

interchange movements, all devised by him. He eventually sold it because, as he told the writer, "it was too boring".

Nevertheless his principal interest was British narrow gauge, predominantly the Lynton & Barnstaple and Testinog Railways (plus a smattering of Welshpool & Llanfair). Increasingly, he became involved in large scale (45 mm gauge) radio controlled live steam.

At his death, he had something like a dozen L/S locos, all extensively modified by him and, in addition, a considerable number of beautiful 16 mm scale wooden coaches and other items of rolling stock he had constructed. He operated these on an extensive, faultlessly operating garden railway, which, from all I have read in the magazines, is of world standard.

George was a personal friend of each of the four famous British railway clergymen - the Rev Edward Beal ("West Midland Lines"), the Rev W Audrey ("Thomas the Tank Engine"), the Rev Peter Denny ("Buckingham Central") and the Rev Teddy ("Cadeby Light Railway") and corresponded regularly with all of them.

At his funeral, his son George (lately the Reeve (Lord Mayor) of Toronto, Canada, quoted from a letter from Teddy Boston* found among his father's papers, which I conclude with.

"As God created Man and gave him life, so man created the steam locomotive and gave that life.

Never again will man come so close to creating a living species

The Rev Teddy Boston"

* The late Teddy Boston was well known to many Victorian AMRA Members.

Neil Riches

Information and Directory of Office Holders - AMRA

Federal Committee

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Treasurer	Jack Parker	34 Strickland Street Bass Hill NSW 2197	02 724 5348
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Clubroom address and telephone:		PO Box 194 Rockdale NSW 2216 Chapel Lane Rockdale	02 567 1899

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Treasurer	Alan Porter	21 Prosser Way Myaree WA 6154	09 330 1848
Clubroom address and telephone:		24 Moojebing Street Bayswater WA	09 377 3456

(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

New Heritage Development for Queensland Rail

by Chris Malone

In Queensland at present, a major change is taking place in the preservation of railway history. This is that Queensland Rail is now taking a full time, professional approach to the preservation of its history. In doing so, it becomes the first railway administration in Australia to embark on a large scale historical program. Talking with people from southern states recently, it became apparent that little is known of this significant event. It is primarily for this reason that the following article appears.

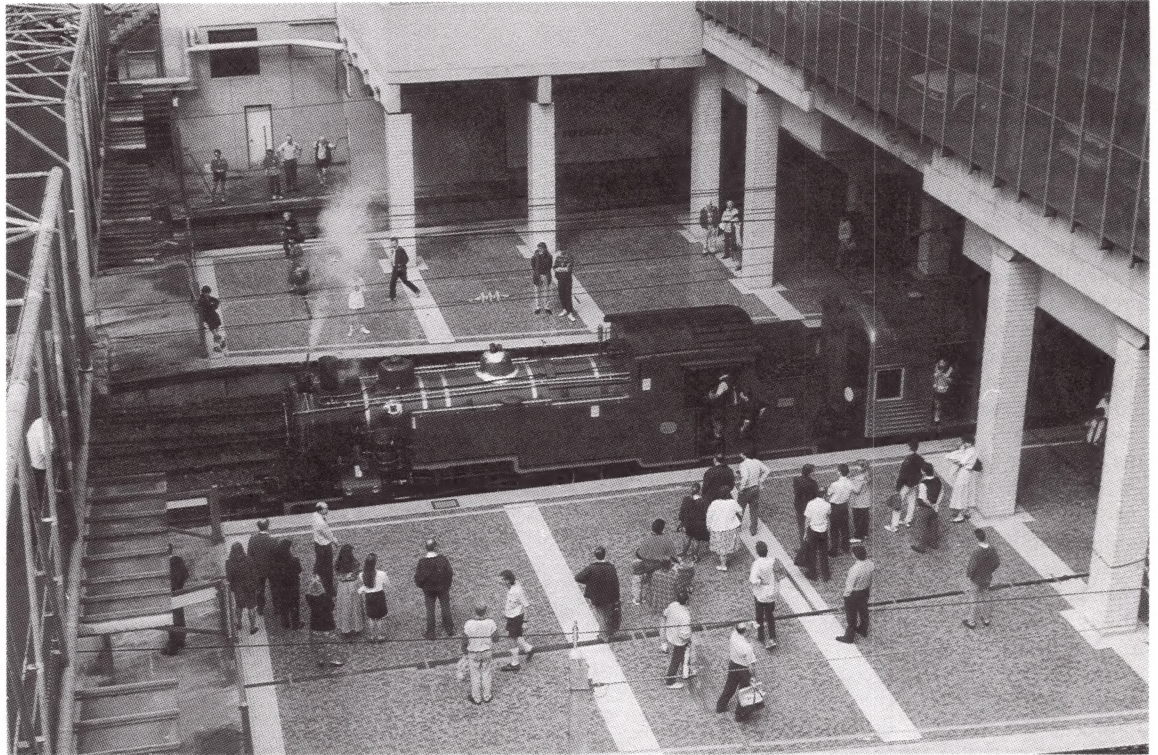
QR has always had a minor interest in its history. The preservation of A10 3 (now

at Queens Park, Ipswich) being an early example. However, the nucleus of the current events had its beginnings with the inception of the Railway Historical Collection in the late 1950s. This largely consisted of small artifacts, photos etc. and has grown through the years. In the mid 1980s, the next significant step took place with the establishment of the Railway Historical Centre at North Ipswich. Now with a permanent staff, an archival facility was opened in July 1990. It was intended that QR's museum be also established at this site, and for this purpose, a small committee was formed to increase the amount of material being collected. This committee consisted of interested representatives from the various areas of QR, and I have been involved in the rolling stock side of this since 1992.

However, it was the events of late 1992 that have been by far the most significant. QR decided that the preservation of QR history called for the establishment of a separate business unit on a permanent basis. This was launched at a press conference by the Minister for Transport at Roma Street Station on January 6 1993, coinciding with the announcement of the restoration of the 1875 station building (between platforms 2 and 3). Ironically, just prior to this, serious consideration was given to the disposal of

all steam locomotives and wooden carriages to a private historical society. If this had happened, none of the extraordinary events would have occurred.

A major event which occurred before the launch of the new unit was the closure of Redbank Museum on 3/9/92. This occurred due to the deterioration of the exhibits, and it was advertised at this stage it would be a temporary closure for conservation work. This was not to be. High level QR discussions at this time resulted in the decision to form the separate Heritage Unit and the existing Railway Historical Centre to come



Top - DD17 1051 at Brisbane Central Station 2/9/94, the first steam loco through Central since 1952.

Photo S. Malone

Bottom - Heritage Carriages and wagons at Ipswich Historical Centre

Photo C. Malone



under its control.

An even more significant event occurred on 20/11/92, when DD17 1051 was removed from Redbank Museum and transported by road to Ipswich Workshops for restoration to operating condition. Earlier it was rumoured that B13 398 Pompey (on display outside Ipswich Shops) was to be restored. It was too deteriorated for restoration to operating condition, but it was nevertheless cosmetically restored to a high standard and placed back on display. Meanwhile, 1051 was extensively rebuilt and returned to service on 17/8/93, after 7 months of work. The rebuild included new frames, extensive boiler work and new sheet metal. The finished locomotive is as good as new, and is certainly the best restoration ever undertaken in Queensland yet.

Mr Peter Smith was appointed Manager Heritage in February 1993. Based in Brisbane, a wide range of issues have already been addressed including liaison with private rail preservation groups and maintenance of historic stations and structures. It was decided to base the Heritage branch under the Passenger Group, taking over management of the charter tour operations.

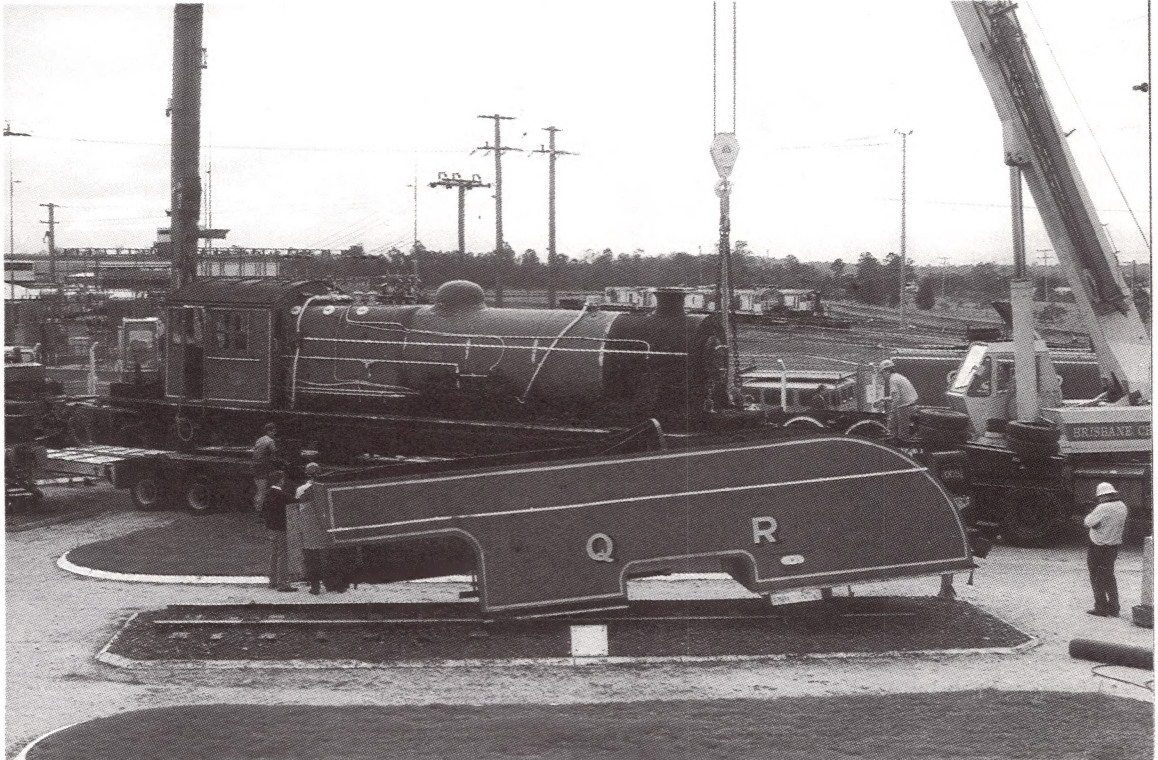
It was originally intended that the QR Museum would open at North Ipswich around June 1993. A public meeting was held in November 1992 to discuss this. However, following site evaluation it was decided that the site was unsuitable, and the matter of a museum site is currently under evaluation. The vision here is to establish a large, world class museum and this is undoubtedly a complex and lengthy process.

Meanwhile, the committee previously

referred to continues to exist and perform valuable tasks assisting the process. One major area is rolling stock selection. While it was conceded that the majority of heritage wagons and carriages had been disposed of during the 1986-90 period, it has been amazing what gems had been spared from destruction and hence have found their way into the museum collection. Several items had been collected around 1990, including DL1 (the first diesel owned by QR), but nothing much more until around mid 1992. From then on, there has been a steady level of recoveries, including some from private ownership. While there are still some gaps in the collection, these are small and are expected to be filled. The museum collection is approximately 100 wagons and carriages.

In addition there are the Redbank Museum locos, excursion stock, service vehicles and many diesels, in all around 200 items. In the future, QR Business Groups are committed to handing over examples of significant items, as they are withdrawn; thus the collection will grow indefinitely. From a modellers point of view, this collection is very significant and will be of great assistance.

DD17 1051 performed several trials and departmental runs during the run in period, and was first chartered on 8/10/93. During one test, a stainless steel set was hauled from Ipswich to Shorncliffe and return (2/9/93). Not only was this the first time a stainless steel set was hauled by a steam locomotive since 1982 (due to conversion of all sets to



Top - Beyer Garratt 1009 is removed from Redbank Museum 2/9/93

Photo S. Malone

Bottom - Heritage rollingstock stored at North Ipswich Yard

Photo C. Malone

automatic couplers), but it was also the first steam locomotive to travel via central since 1981. Steam had been banned here since the construction of the Sheraton Hotel, but for no justifiable reason. QR Heritage took the gamble and it paid off - smoke levels were negligible, in fact much less than many diesels. This has opened up this route to steam usage on all charter trains, the first one using this on 14/9/93. As at 31/12/93, DD17 1051 has run 2425km since its rebuild.

Meanwhile, another major event occurred on 2/9/93. This was the removal of Beyer Garratt 1009 from Redbank Museum. It was transported to Ipswich by road for restoration to operating condition. Since then it has been disassembled and major work is underway. It is expected to return to service by the end of 1994, and will be the only operating Beyer Garratt in Australia, until G42 is operable at the Puffing Billy railway. During the week 29/11-3/12/93, the remaining Redbank Museum locos were removed to a nearby undercover location to await restoration, although most will only be cosmetically restored.

QR Heritage will not just be managing existing attractions, but will develop new ones as well. An example of this is a luxury air conditioned train which is to be built. The anticipated use is not finalised yet, but it may well be the long distance safari market. A rolling stock restoration manager has been recently appointed to oversee this and other restoration projects. QR will be able to achieve high quality restorations at a rapid rate due to the existence of sufficient capital, manpower and facilities.

Another significant event occurred on 29/11/93, when steam re-entered regular suburban service. Initially designed for crew training, the service has become so popular that it has extended past the first week. Four weeks of trains ran in December. Generally 2 destinations are visited each day; around 100km. The train stops all stations and regular fares apply. DD17 1051 is generally used on the Wednesday Ipswich and Shorncliffe service, while C17 974 or BB18 1079 are used on other weekdays. A modified stainless steel set is used. Mayne now stables 4 of the 5 operating locos, including A10 6 (which hasn't run since June 1993). However, it is likely a separate maintenance facility will be built for Heritage rolling stock in the future. It is also likely regular suburban steam services will continue in 1994, especially during school holidays. Visitors should check with local stations or Brisbanes TransInfo line on 13 1230.

The first major building project supervised by QR Heritage was the renovation of Rockhampton roundhouse. This 360 degree structure was completely rebuilt, with offices being tucked under some areas. While this won't be a museum site, it has nevertheless preserved a very significant building. It was reopened on 5/11/93.

In summary, recent events have been quite extraordinary, but are only a taste of things to come. It is possible this article might prompt a few migrations to Queensland! I will update this situation as major events occur.

38th Australian Association of Live Steamers Convention

by Steve Malone

The 1994 AALS Easter Convention was held at the Illawarra Live Steamers Track at North Wollongong, just south of Sydney New South Wales.

The Society has an extensive, compact 5" gauge ground level track and a small cir-

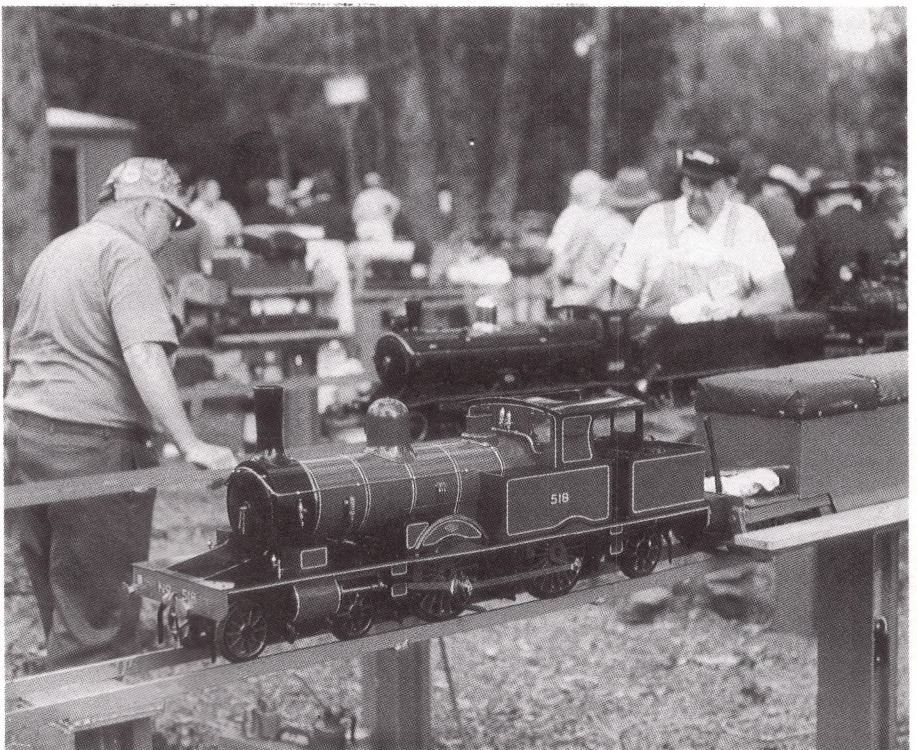
cuit of elevated trackwork for smaller models.

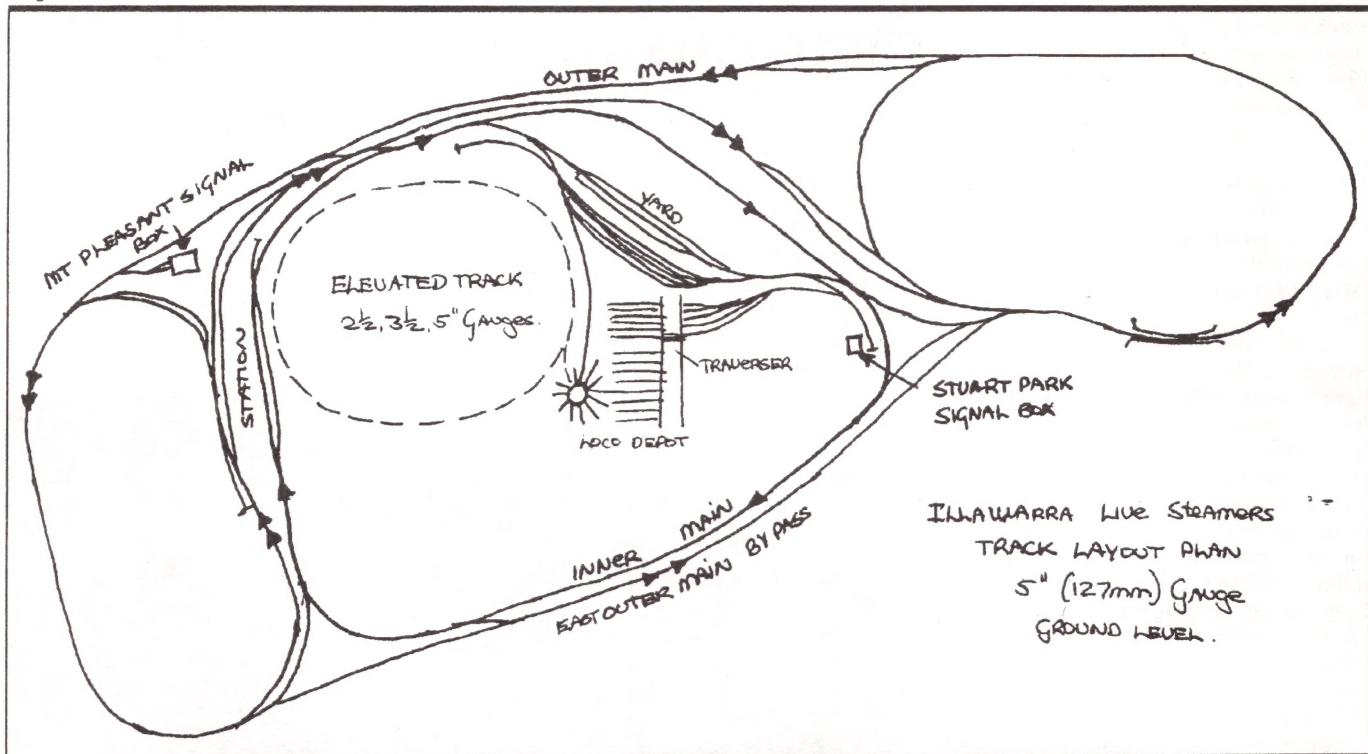
The 5" ground level has two circuits, the inner main is the first to run onto, once a loco leaves the loco depot, either by reversing down from the turntable or heading out



Top - Voted by popular choice as 'The Most Popular Loco' at the convention was this massive (for 5" gauge) South African Pacific Locomotive built by a South Australian Modeller.

Bottom - Perhaps one of the most interesting English models present was this beautiful 4-4-2T locomotive.





forward from the traverser. Once given the points and signals from the yard, one can turn around the signal box and run clockwise around the Inner Main.

When you get sick of that, you can try the larger outer main. To access this, a request is made to the Stuart Park Signal Box. From the yard area we turn left onto the outer main, heading into the scrub, up over a bridge and around to the left, back to the main area. The Outer Main is a folded dog bone shape, however one can avoid the station area and take a short cut via the East Outer Main which gives an oval track route.

The variety of routes makes for interesting train operation, and a busy time for signalmen.

For the four days of Easter 1994, around 80 locos visited the track to run in the fine weather conditions. Visitors came from all states of Australia. A lot of fun with this larger form of Railway Modelling. However with indoor modellers one doesn't get wet when it rains.



AMRA Queensland Branch President Tony Weber was able to complete his Union Pacific Branch line 2-8-0 steam loco to the running stage for the weekend. Tony has spent the last 4½ years of spare time with this project and another year of spare time will be needed to complete the details. He is seen here with a long goods train of Australian rollingstock.

All photos Steve Malone

Wanted Hornby Coaches (no chrome around windows)

1971 R727 Composite
1971 R428 Brake second
1971 R339 Sleeping
1971 R425 Full parcels brake coach
1972 R722 Intercity second class

Malcolm Booker
Phone (02)4518807 (H) (02)4579000 (W)
11 Kildare Grove
Killarney Heights NSW 2087

Not by Ripley - (but) -

by A.W.MacDonald

On a recent Saturday afternoon, I made one of my regular outings to our Clubrooms. They are located at the end of Number 1 Platform at South Brisbane Station, so what better than to take a fifteen-minute train trip? Leaving my inner-city home, and boarding at the local suburban station of Alderley, I settled down for what I expected to be the usual interesting fifteen-minute run to South Brisbane.

The fourth stop after my joining the EMU at Alderley was at Bowen Hills. Nowadays, this station, serving the Mayne complex, is in a slightly north-bound direction from its former location. Mayne Station, locally referred to as "Mayne Junction", adjoined the Mayne Depot and yards in the steam era. This facility has long since been demolished, so one now sees numbers of QR employees, coming to and going from work at Mayne Depot, at Bowen Hills Station.

Crews frequently change shifts here, and often entrain on their way to other locations around Brisbane to take over trains or relieve crews who have completed a shift.

On the Saturday afternoon to which I am referring, two men got into the car in which I was seated. It appeared evident that they were heading to the Southside of Brisbane to take over a locomotive at one of the yards or loading terminals. Both were in uniform, and carrying "tucker boxes."

They seated themselves across the passageway from me, slightly forward of where I was sitting. For a moment, I contemplated the half-rear view of the elder of the two men, now sprouting some grey amongst the black curly hair on his head.

Moving across to where he was sitting, I asked him, "Are you Bernie Steele?" He half-turned towards me, and replied, "Yes!" The next question I put to him was, "Do you remember a Saturday afternoon about thirty years ago?" His eyes lit up, and a big smile came over his face.

"Oh, you're Alan McDonald!! If you hadn't mentioned that, I wouldn't have recognised you."

What I had mentioned, and had caused Bernie to recognise me, was an event that, even now, makes me wonder, "Did that really happen?" On that particular day, now far-off in the misty past, I remarked to Bernie as we parted company late in the day, "You will remember today, with pleasant memories, for the rest of your life, as a day which is almost unbelievable!"

The Saturday afternoon which I mentioned to Bernie DID occur some thirty years ago. I was rostered on duty as a Fireman at Wooloongabba (pronounced Wool-len-gabba, or "The 'Gabba" to cricketers) Loco Depot for a 1.00 p.m. start.

The job entailed two round trips to Lota ex South Brisbane. Total running distance was fifty miles (80 km to the un-initiated), with twice on the pit and turntable at South Brisbane. Similarly, at Manly, before running down the bank to Lota tender first,

where we would run round through the loop and back onto our train.

The load with the PB15 on this timetable train was usually a four coach train, this occasion being no exception. All told, a total of about sixty-six Station stops during the shift of about eight hours.

As was usual, I turned in to work at the 'Gabba Loco ahead of time for "sign-on", but I headed for the engine which was booked on the shift. The Depot was devoid of staff apart from a young cleaner who had been attending "fires", our engine being the last out for the day. After our departure, the Depot would be closed down till 12.01 a.m. Monday morning.

On my approaching the engine, I was met by Dennis, who was the driver. He said he had oiled up and had done his work preparing the loco, so he was going over the road to the pub to listen to the races. He asked that, after I had finished preparing the engine (clean the fire, blow down the boiler, take water, etc.), and had the electric staff for Dutton Park, whistle out, and he would come running.

I duly filled the lubricator and got the engine ready to go. In the meantime, the Cleaner had had a shower and, dressed in clean clothes, came to the engine a couple of minutes before we were due out. He asked me if he could go on a run with us as he hadn't yet been on a moving engine, other than in the shed. He had only recently qualified to do "fires." I told him I'd be pleased to have him along.

Then the electric staff arrived, so I whistled out as requested by Dennis. He came at the double and, as he climbed up onto the engine, he asked, "Where are you going, Bernie?"

The reply was, "To Manly, with you and Alan." Quick as a flash, Dennis grabbed his tucker box and, as he hurriedly departed from the cab, he said, "Well, you won't need me!"

As he headed back towards the pub in a big hurry, he stopped momentarily half-way across the goods yard to yell at me, "Put my sheet in the box when you finish tonight!" Before either myself or Bernie had time to gather our marbles together, Dennis was gone!

My first remark after I realised the situation we were in was, "Bloody hell, Bernie! We're stuck with this lot!"

Having whistled out, and with Dutton Park staff on board, there was no option, but to head off down the yard towards the Main Street crossing - wondering "How is this going to work out?", but telling myself, "She'll be apples!?"

No doubt, Bernie's thoughts would have been more than mine were, but I tried to reassure him as we moved off, that, "We'll handle this like a couple of champions." I also said, "Don't be afraid to have a go, I won't laugh at you. If you can do something

stupid that I haven't done, I'd like to see it!"

Over the road crossings on Main, Stanley (Streets), and Logan and Ipswich Roads under the guidance of the man with the bell and red flag, up the hill through Albert, up to Dutton Park and the balance of the twenty-minute run to South Brisbane, tender first from Dutton Park. With everything so far under control, it was obvious to me that my "Fireman" was a pretty bright young fellow, who was catching on pretty quickly.

He understood whatever my instructions were without me having to repeat myself on any point. Onto the train on Number 1 Platform at South Brisbane, fifteen minutes for the Examiner to do his bit, and away we went.

Not so much as a hiccup to Manly, where I explained the procedures of "easing up", getting the engine onto the turntable, and back onto the train. Then - down the hill to Lota where we ran round the train through the loop. My mate had not missed a trick to this point in time, and that's the way it was for the remainder of the shift.

Traditionally, Drivers frequently gave their Firemen a "blow" by doing part of the shift on the shovel, or at times cleaning the fire or taking water while the Fireman carried out the Driver's duties.

Early in my railway career days, I couldn't understand this when men who were in their sixties said, "You drive, I'll fire." Often, I was told not to argue, they wanted the exercise, or, more commonly, they just loved to fire! In fact, as the D.E.'s became more common, I found a lot of elderly drivers weren't taken up with them, and were often happier sitting on the observer's seat! So, in view of the fact that I had just had a sudden (if temporary) promotion to the status of Driver, I considered I should uphold the tradition and give my Fireman a "blow", even though his promotion was, like mine, of a brief and temporary nature.

Ready to leave Lota, I said to Bernie, "Do you want to be the Chief Pilot going back to South Brisbane?" His answer was that he wouldn't have a clue what to do.

I said I would show or tell him what to do, so away we went. The first few stops with my hand over Bernie's caused me to remark that I couldn't have done better myself, so, from there on, Bernie had full control of the controls.

I explained how to drive, the road, the signals, the lot, to the lad as if he were a Driver new to the area and was getting his trips up before "signing for the road."

Thus, back to South Brisbane, and, after doing loco and turning, we set off for a repeat performance of our first round trip. To Lota and return, everything according to plan and at all times strictly under control, to the extent that one could be forgiven for thinking we were God's gift to Q.R.

After stabling the engine on the pit at South Brisbane, we headed for home, agree-

Continued on next page

It Occurs to Me

by R. T. Blodkin.

We have just put our annual show to bed for another twelve months. Of course there will be the inevitable inquest on it, with a debate on performance, attendance, value for money for the punters etc. etc.

But, there are other questions I ask myself. First and foremost is - WHY? What have we got out of it, collectively and as individuals?

Modelling, especially railway modelling, is an extremely popular hobby. This is

Continued from previous page

ing that we had "had a ball."

In due course, the Driver's sheet went into the "box" en route to the Pay Clerk's Office, the Driver, Dennis, having forgotten to sign it. The "box" being the receptacle into which the Drivers put their running sheet (made out/kept by the Guard as the shift progressed) on the completion of the shift. I did not see Dennis for one month as the job he should have worked was the last before he went on Annual Leave.

When I did see him, he was coming into the Gabba yard on a train as I was about to head for home. When he saw me, he called, "Hey, I want to see you!"

For a fellow who was usually laughing, he looked particularly glum. My first thoughts told me, harking back four weeks, "Here's trouble!" I approached Dennis with some trepidation, but it was needless. He only wanted to tell me he had bought a Golden Casket ticket between himself, myself and Bernie for the Saturday episode. Believe it or not, we three would together have to visit the Casket Office in the city to collect the small prize which the ticket won!

All was surely well that ended well.

The story as related here is "all true, only the names" of a couple of the participants involved "have been changed to protect the innocent or the guilty."

backed up by the number of stores stocking small railway items and the number of books and magazines published. These are domestic and imported from the U.S.A, U.K. and Europe. Since humans are gregarious creatures, the outcome is clubs and associations. This process is carried a step further when the clubs co-operate in a show or exhibition. The trade and publishing world do a good job in disseminating information and materials but there is no substitute for seeing things in three dimensions and working. A properly organised exhibition provides this, supplying social and technical intercourse between organisations and individuals. It provides an avenue for exchange of model and the prototype information upon which models are based. It also gives people the opportunity to exchange ideas and thoughts, getting the chance to bounce these ideas off each other to explore the practicality of them.

So, we come down to the basic function of a show. It is, in one word, help. Associations and individuals help individuals and associations. Sellers help buyers and buyers help sellers.

It must be very rare indeed for a visitor to a show such as ours to leave without gaining something material or information. Virtually everyone gains something. It has been known for some folks to go to a model railway show out of sheer curiosity only to be bitten by the model bug. In particular, for the uninitiated, even if they do not get bitten, they surely go away knowing the difference between model railways and toy trains, and this is a very important lesson learnt.

An important aspect of the shows is a demonstration area, and an information stand. It is a certainty that people visiting will have questions. A place for them to find answers is really worth providing. A demonstration spot can give people who want

to do things for themselves that first guide, at least, in the right direction.

In the course of the show, we have the pleasure of meeting old friends that we haven't seen since the last one. One particularly springs to mind, who comes to see us every showtime, and who has been in our Association since Noah's Ark was a rowing boat. In the course of lively conversation, the subject of other types of display came up.

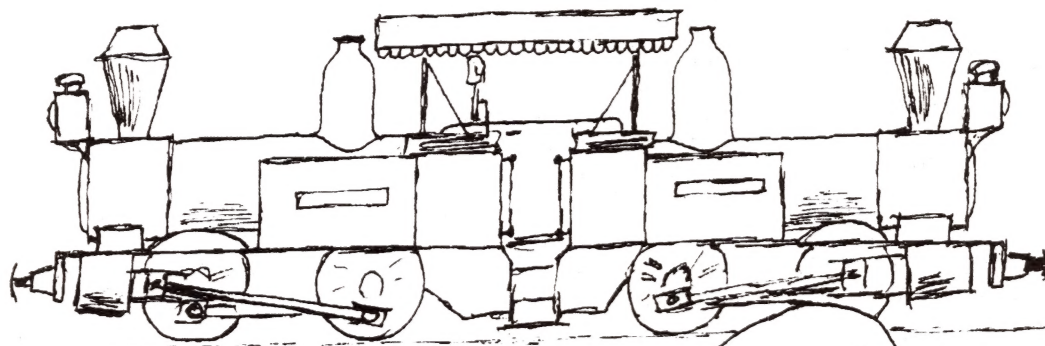
Normally, model railway shows, purely as such, are reasonably successful, and seem to be well attended by modellers and their families. This success has not passed unnoticed by people trying to organise other sorts of public attractions. We agreed that some of these other functionaries are trying to use our hobby to further their own ends. They seem to want to use us to help make money for them.

For instance, invitations are sent out to railway modellers to put a layout in a Sunday School gala or a Scout Troop fete. Is this because they do not have enough faith in their own pulling power or do they just want some extra drawing item to boost attendance and possibly income from their functions?

Whatever - but do our shows ever call on them to provide their talents? No! Because what they have to offer would certainly not enhance our attempts to inform and entertain the public with our pastime. As well as that, I cannot see a Scout Troop volunteering their services for a three day show such as ours. Besides, what would they be likely to do for three days continuously, indoors?

Perhaps this seems like a peevish grumble, but some would see the situation as not being fair. One's opinion is one's own business. I won't say what mine is, but what I will say is - it cannot really be a bad thing. It is preaching the gospel according to model railways, and that is O.K.

So - showing the flag is good. The more we can do to tell everyone what a great hobby we have and to educate them in that direction, is worth doing.



"WHO LAST
CHECKED THAT SIDING
IN THE LONG GRASS
OUT BACK OF THE SHED?"



R.T.B.

Have You Read?

..... in your Branch library

by Ernest F Raddatz

Continental Modeller for January 1994.

First of the larger page size issues. FOSTER, ILLINOIS recreates the Rock Island Lines in HO scale and is the Railway of the Month and shows that you do not need a large space for a US layout: POMPEI is the Plan of the Month and is a layout suggestion with an unusual background: LAUFENBURG scratch building O scale structures: details from Down Under, which is the creative use of commercial accessories using the NSWGR lineside items produced by CIL Distributors: MARIENSIEL, a theme for a layout on the edge of the North Sea: DIRRECAO DO MINHO E DOURO describes one of Portugal's State-owned narrow gauge railways: THE BERGTAL-BAHN, a New Zealand owned Marklin layout design for automatic operation: THE DENVER & RIO GRANDE WESTERN RAIL AND TIE CAR 06051: details of constructing a better HO_{N3} scale model: LATEST REVIEWS includes a look at Lindsay Models NSW newsprint van in HO and Stephen Johnson Models NSW KHG guards van in HO as well as models from Europe and the USA.

Continental Modeller for February 1994.

WINGHAM on the North Coast line in New South Wales in HO scale is the Railway of the Month: KIENBERG-GAMING is the Plan of the Month and is the suggestion for an Austrian layout with both standard and narrow gauges: CLAREMONT is an exercise in model railway archaeology from South Africa: THE NARROW GAUGE RAILWAYS OF SAXONY - 4, Motive Power - 3 the concluding part of a series of articles which looks at the ten-coupled engines on Saxon narrow gauge: DIE ISARTALBAGN the Munich terminus of a Bavarian branch line in HO scale: LAURIERE CFP another excursion along French byways: THE RHODESIAN 9TH CLASS 4-8-0 provides the Scale Drawings for the month: MAASBROEK a Benelux border layout in HO scale: MYSORE RAIL MUSEUM a look at an Indian railway museum cherished with meticulous attention: LATEST REVIEWS includes a look at the new Bemo couplings for use in HO scale and look like the couplers used on the former Adelaide trams.

Continental Modeller for March 1994.

KARLSBERG is an N scale German layout and is the Railway of the Month: VOCKLAMARKT TO ATTERSEE a self-contained Austrian railway is the Plan of the Month: TAUPOTARA TIMBER COMPANY NO 7 provides this month's scale drawings for a Mallett scratchbuilt in Sn3.5:L CATALUNYA REVISITED is a second look at this scenic masterpiece which first appeared in CM in February 1993. Essential reading on how to provide dawn to dusk to dawn lighting for a layout: THE TAMEGA LINE continues the story of the Caminhos de Ferro do Estado: METTRICK YARD gets the measure of an American N

gauge switching layout with an urban theme: SMOOTH OPERATION follow these techniques for reliable and realistic operation of electric locos, light rail vehicles and trams actually powered from model catenary: JOUR DE FETE is the English translation of an article that first appeared in the French model railway magazine 'Rail Miniature Flash' in 1989 and gives ideas on ways to celebrate the anniversary of the opening of your HO scale model station: New Products includes a review of the NSW 422 class locomotive in HO scale from Precision Scale Models.

Continental Modeller for April 1994.

BOTZINGEN AM KAISERSTUHL is the Railway of the Month and is a contemporary DB scene in HO scale: A CLASSIC PACIFIC - THE BAVARIAN S3/6 a coal-fired live steam model in Gauge 1: SWISS CIRCUS TRAINS with some unusual workings observed on the Swiss Railways: NORD NO 127 in which master craftsman, Mike Sharman, describes another of his miniature masterpieces: this time a French Crampton in OO scale: MAASBROEK is the concluding part of the story of a Benelux border layout in HO. Part One appeared in the February issue: the NURNBERG REPORT is interesting but better reports have appeared in other hobby magazines.

Continental Modeller for May 1994.

Railway of the Month is FLAGSTAFF which is an American HO scale exhibition layout built by the Halifax (UK) Model Railway Club: the Plan of the Month features CHEESE TO CHOCOLATE and there are not too many railway companies whose mainline is narrow gauge and who have two unconnected branchlines of standard gauge, but such are the idiosyncrasies of the GFM - Chemins de Fer Fribourgeois - in the western part of Switzerland: this month's Scale Drawings feature The 44 CLASS of the NSW Railways: SPAIN - The Railway heritage which is a brief guide for those visiting the railways of Spain: CREATING LARGE SCALE STRUCTURES is a novel method that combined simplicity and economy using ceiling tiles to create buildings for G scale: THE CORGO LINE continues the story of this Portuguese branchline: ALPMATTEN is a small HO scale experiment in Swiss standard gauge. New Products review some NSWGR rolling stock by Powerline.

Continental Modeller for June 1994.

TERNAU, a compact German N scale layout, is this month's Railway of the Month: a brief introduction to THE RAILWAYS OF JAPAN forms the first part of a new modeller's guide to the Japanese railways: The Plan of the Month is RIJSSEN, a layout suggestion for a typical Dutch through station: LILLEHAVEN AND THE DRONNING INGRID is a Danish layout in HO scale, complete with a train ferry: THE NARROW GAUGE RAILWAYS OF

SAXONY - 5. Although the remaining Saxon narrow gauge lines are still largely steam powered, diesel locomotives and railcars have been tried - apparently failed: DOETINCHEN is a large architectural model in HO scale aiming at creating typical Dutch townscape as it was between the wars: DIGBY SOUTH QUAY is a compact American layout in HO scale: We go back to Australia for this month's Scale Drawings which feature the Victorian Railways X Class diesel: LATEST REVIEWS include the OZ Controller and Precision Scale Models Flying Scotsman and VR J class 2-8-0 both in HO scale.

Scale Model Trains for January 1994.

TURNING THE TABLES solves the fiddle yard problem in N: LOCO FOCUS takes a look at DB's branch line loco, Class 211/212: A LITTLE MORE EFFORT makes a plea for more detail work: THE MILWALL CIRCLE is an oval layout straight from the prototype: THE KANDOO BRANCH describes point control, couplings and some scenic work on the 5 feet by 1 foot layout: BRIGHTBURY is OO gauge in East Anglia: TWO FOR PORT TALBOT and our GWR fans should find these conversions from Ratio Toads interesting: POST OFFICE TERMINAL is a simple facility that can be easily modelled and the Peco/Merit goods depot could be used as a basis.

Scale Model Trains for February 1994.

WAYBILLS BY COMPUTER replaces cards with a card order program: SUSSEX BORDER RAILWAY is an N gauge Colonel Stephens style layout: WEYMOUTH is a classic seaside terminus which can be modelled in either the steam or modern era: THE KANDOO BRANCH gets on with the scenic development: SCATS FEED AND SEED is a simple assembly of structures to give some busy trade for your layout: WHEEL PROFILES with some facts, figures, measurements and observations. Note the pre-war wheels with a finer profile than many modern wheels: MORE LOW BUDGETS in which we discover further economic sources of models: SCALE DRAWINGS for HO are for the Highland Railway 'Yankee Tank' 4-4-0T, the Sentinel Steam Shunter and the ROD Battery Shunter.

Scale Model Trains for March 1994.

PANNIER VARIATIONS showing some of the many tiny ways the Bachmann 57XX can be altered. The ideas are adaptable to other steam outline locomotives: NON-DYNAMIC GP38-2 in which a simple conversion to a favourite American type is carried out: TRAIN SET SIDINGS looking at ways of making Inglenook sidings layouts using ordinary train set track - and fitting them into larger layouts. Based on the Noch demonstration layout: THE KANDOO BRANCH considering the scenery and scenic backgrounds for maximum exploitation: COLNE VALLEY 0-6-2T is a British locomotive from odds and ends scratchbuilt in HO: TAKE A RAILCAR! minimal passenger stock: MODERN STATION BUILDINGS looks at some structure styles ideal for modern BR modelling: SHARP CURVES AND LIGHTWEIGHT work in progress using 6 inch radius OO/HO curves and cheap plywood construction: LOCO FOCUS features the GP38-2.

Great Lies (and Truths) of Model Railways

A light hearted look at some of the peculiarities of some modellers some of the time
by Angstrom

Reprinted with kind permission from the British Modellers Club of Australia Magazine

Inspired by the ABC radio program in which listeners were asked to write in and list some of the great lies of their hobby or job, I have put together the following on model railways. This list is not meant to point the finger at any individual, and if it appears to do so, it is purely accidental. On the other hand, what is listed here are many things which I have said at some time or the other. Well, haven't we all?

1. Lie: None of my trains derail at that point.
Truth: I never drive my trains over that point.
2. Lie: That loco never derails on my layout
Truth: That loco is confined to the engine shed on my layout
3. Lie: That loco is exactly true to scale.
Truth: That loco resembles the real thing.
4. Lie: I am building a Protofour layout
Truth: I have a compensated loco and a length track.
5. Lie: Fine-scale 00 is barely distinguishable from Protofour.
Truth: Fine scale 00 is barely distinguishable from HO_{N3}½.
6. Lie: I never have to prod my trains to make them go.
Truth: I make my trains go by thumping the layout
7. Lie: Your loco is giving trouble.
Truth: I changed a point under your loco and derailed it.
8. Lie: Your loco won't go.
Truth: I forgot to turn on the isolating switch.
9. Lie: There must be oil on the track.
Truth: My loco lacks adhesion.
10. Lie: I have never known that problem before.
Truth: I have so many problems that one more is hardly surprising.
11. Lie: I never need to clean my track.
Truth: My trains won't run whether I clean the track or not, so why bother.?
12. Lie: I always drive my trains at scale speed.
Truth: I always drive my trains at twice scale speed.
13. Lie: My loco runs smoothly with my controller.
Truth: My loco has not run for two years.
14. Lie: That is an excellent paint job.
Truth: It looks like you used a tar brush.
15. Lie: The public were 3 deep round my layout all the exhibition.
Truth: At one time I had as many as 3 people viewing my layout
16. Lie: Some people sat for one hour viewing my layout.
Truth: My layout was the only one where the hard suffering ladies could find an empty chair to have a rest.
17. Lie: Many people said that mine was the best layout at the exhibition.
Truth: My mother said that my layout looked good.
18. Lie: I don't have time to scratch build.
Truth: I can't get away from the TV.
19. Lie: My wife would not dare to prevent me from spending as much time as I liked on my layout
Truth: I am not married.
20. Lie: You must have infinite patience.
Truth: I have no patience.
21. Lie: I wish I had your time.
Truth: I wish I had your patience.
22. Lie: I suggest that we build a club layout
Truth: I suggest that everyone but me is involved in building a club layout.
23. Lie: That is an absolutely authentic colour.
Truth: The last eye witness of the real thing died 40 years ago.
24. Lie: I will be available for the whole exhibition.
Truth: I will clear off just before packing up time.

25. Lie: I have to work late this Friday night
Truth: I am not prepared to come and help set up at the exhibition.
26. Lie: We will get the layout finished well before for the exhibition.
Truth: There will be one mad panic during the week before the exhibition.
27. Lie: Delayed uncoupling really works with these couplings.
Truth: After a delayed uncoupling shunting maneuver, the couplings will recouple as soon as you reverse.
28. Lie: My couplings are unobtrusive.
Truth: I have resigned myself with having to live with the giant hook at the end of my vehicles.
29. Lie: That loco can be made to crawl.
Truth: The motor is demagnetised.
30. Lie: Dead frogs give me no trouble.
Truth: Dead frogs give me no trouble at speeds above a scale 100 mph.
31. Lie: I can't stay long at the running session.
Truth: I don't know how to operate a model railway.
32. Lie: My layout features long sweeping curves.
Truth: The curves on my layout are a succession of kinks.
33. Lie: I have adopted transition curves.
Truth: The curves on my layout appear to go round right angles.
34. Lie: I have no trouble with rail expansion in hot weather.
Truth: My rail and base-board joints are so large that the use of a blow torch could not close them up.
35. Lie: My track is only marginally overscale.
Truth: The use of curtain rails would hardly change the appearance of my track.

And the two greatest of all great Lies

36. Lie: The layout only started playing up when you arrived.
Truth: The layout is always playing up.
37. Lie: I only started to get trouble when the visitors arrived.
Truth: I never even ran anything before the visitors arrived.



Dear Roger,

I am writing in response to your question in the last AMRA Journal (Number 220), "Does anyone know if and when the B.O.P. stopped publication?" Perhaps you meant it only as a rhetorical question, but here's the answer anyway.

The Boy's Own Paper was published in London as 1,767 weekly issues from 18 January 1879 to 28 September 1914, then approximately 650 monthly issues from October 1914 to February 1967. The publishers were, firstly the Religious Tract Society, then from 1939 the Lutterworth Press, and finally from 1963 Purnell & Sons. The editors were, George Alfred Hutchinson (1879-1912), Arthur Lincoln Haydon (1912-24), Geoffrey Richard Pocklington (1924-33), George J.H. Northcroft (1933-35), Robert Harding (1935-42), Leonard Halls (1942-46), and Jack Cox (1946-67).

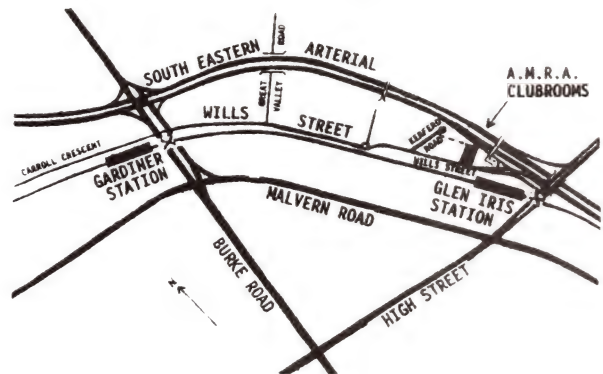
As you observed, The Boy's Own Annual was also issued each year. My reference says these annuals continued to appear until 1979, which means they were using old material.

The B.O.P. had the highest circulation (peaking at around 650,000 copies in the 1890s) of any boys' paper in the Victorian

Continued next page

STATE

NEWS



President's Piece

Our Annual Open Day weekend is fast approaching. The dates are Saturday 27 and Sunday 28 August. Times are the same as previously - 10 am to 5 pm each day.

Bob Marsden and Bill Secker are joint co-ordinators with their wives, Judy and Elizabeth looking after the refreshment stand.

If any of our members or families would like to donate a plate of sandwiches or cakes etc to sell at the Open Day, please let Judy or Elizabeth know.

It is imperative that the weekend is a success. If our visitors like what they see, some of them may wish to become members of our Association.

The outdoor layout is taking shape - the lower level track bed has been completed with some track down, it should look great

by the Open Day weekend. There will also be some greenery along the top of the Great Wall, which will give a better appearance to our Club Rooms.

Graham Turner and the Daylighters are in the process of doing many jobs around the Rooms. Graham is currently doing the alterations to the layout storage racks to enable better use of the area.

**Bob Edwards
President**

May Meeting

The agenda item was presented by John Gardner; being films taken by him on a June 1977 trip of Southern Chilean and Peru Railways.

Shown in Chile was an electric inter-urban from Santiago to the Port of Valparasso, where cable railways operate up and down

the rather steep cliffs.

Also a trip to Valdivia on a centre aisle pullman sleeper, where a great number of steam trains were still in operation.

While in Peru there was a trip on 'the Machu Pichu Tourist Railway' which departed from Cuzco and which has a number of zigzags up and down the Andes Mountain Range.

A further trip was taken on the world's highest railway from Lima to Huancayo where at Galera Station the highest point (15 648 feet or 4770 metres) was reached. The line then drops to a plateau (at 10 000 ft - 3050 metres) at Huancayo.

A vote of thanks to John for a very interesting item was carried by acclamation.

Items for Display

J Gardner - Powerline 3801 Coach (being a model of 3801 Company Ltd 8 compartment coach - one of the compartments is a busi-

Continued from previous page

age. Most recognised writers and illustrators at some time contributed to it, making it "the most important and influential children's periodical ever to have appeared in Britain" (Patrick A. Dunae, in a 1976 article on the paper).

**Regards,
Ross Stell (NSW)**

And Lew Jones of Victorian Branch also provided me with the following extract from Alan Clark's book "The Children's Annual":

"The Boy's Own Annual was an illustrated volume of pure and entertaining reading published by the Religious Tract Society (RTS), 56 Paternoster Row, London. The Society had been formed in 1799 by the Rev. George Burder of Coventry, with the intention of publishing tracts (short treatises on religion), sermons, books, commentaries and periodicals; and it was, eighty years later, a long-established success. By 1879, when the Boy's Own Paper (or the BOP as it was affectionately known), was first issued, the Society had several thousand titles in their catalogue.

The RTS had very little experience in publications for the young, the most notable and successful being The Child's Com-

panion (1824). Nevertheless, the Society, worried by the effect the notorious 'Penny Dreadfuls' were having on the youth of the nation, embarked on what was an ambitious publication.

James Macauley was chosen as the supervising editor and the experienced George Hutchinson was appointed as sub-editor. It was Hutchinson who was the driving force behind the BOP and its annual.

The list of respected contributors throughout the formative years of the BOP was impressive and included Jules Verne, Arthur Conan Doyle, G. A. Henty, George Manville Fenn and R. M. Ballantyne, to name but a few. Typical of the annual throughout its life, the first volume, comprising the January to September weekly issues (thereafter October to October), contained features such as a firsthand account by Captain Webb entitled 'How I Swam the Channel' (he was the first man to do so), an article on keeping pets, a contribution on outdoor sports, 'Skating and Scuttling', and another on 'Evenings at Home: Pleasant Hours with the Magic Lantern'.

But it was for adventure stories that the BOP was best known and the editor was not

one to ask his authors to pull their punches. The stories were vigorous and racy - an intoxicating blend of excitement and thrills. There were sea stories, jungle adventures, dangerous enterprises, pioneering in Indian country, tales of gallant soldiers facing fearful odds, and excitement in the sky (Jules Verne's 'The Clipper of the Clouds' appeared in the annual for 1886-7).

Hutchinson encouraged new authors, too, and the best of these was Talbot Baines Reed. His school stories, 'The Adventures of a Three-Guinea Watch', 'The Fifth form at St Dominics', 'Willoughby Captains' and others, always featured prominently in the heyday of The Boy's Own Annual, and his works are still hailed today as classics of the genre.

The Boy's Own Annual was discontinued in 1940 due to wartime paper shortages. It re-emerged in summer-holiday guise as The Boy's Own Companion, which lasted for five editions, and it was revived yet again as The Boy's Own Annual for Christmas 1964. In that form it lived on for another thirteen years. The Boy's Own Paper itself ended publication with the February 1967 issue."

ness office for 3801 Company Ltd).
T Reeves - Steam Era VR AW & BW Cars & VR ABE Coach

R Lloyd - Kitbashed Vollmer loco shed, which was donated to the Branch by Stuart Pattison. The shed was a roundhouse version, but had been kitbashed by Roger to a square for fitting to St John on the Branch HO layout.

Competitions

Model - A McKenna - A BGB kit of a VR JX Cement Hopper - 84 pts

Photo- Bunker/Tender First

Print - S Westerman - West Somerset Railway - 83 pts

Slide - No entry

June Meeting

Models for Display.

Private

G. Nitz - STL models of Swiss metre gauge passenger cars

J. McClure - Mantelpiece locomotive with sound effects

J. Treseder - U.K. railway map and timetables

J. Gardner - Mosaic photographs of his home layout

Commercial

J. Sargent - PSM models of V.R. Suburban passenger stock

G. Nitz - Inter Mountain box car and hopper kits - Rix Products lineside structure kits and uncoupler for Kadec couplers

Competition Winners.

Model.

Kit - A. McKenna - V.R. ESX flat wagon - 76.5 points.

Photograph.

Slide - I. McKenna, Iron ore unit freight train at Iron Knob, WA - 95 points

Print - A. McKenna, Wheat unit freight train at Parkes, NSW 85 points

General

Social night

Social evening on the Puffing Billy Night Train to be held on Saturday 12 November at a cost of \$65.00 per person. \$20.00 deposit PP to be paid to Stuart Westerman by 14 July and balance may be paid by instalments of \$20.00 PP at successive Social meetings.

Meeting Agendas

Agendas for the six months to 31 January, 1995 were handed out at the meeting and additional copies may be collected from the clubrooms or from the Branch secretary.

Club Shirts

The COM has arranged for the screen printing of the Association emblem on suitable shirts at a cost of \$8.00 per shirt. The recommended shirt is a Target Stubble which retails at \$24.00 and interested members should see either Ross Pearson or Stuart Westerman.

Agenda Item

John Sargent, Managing director of Precision Scale Models presented a very informative and interesting talk on the trials and tribulations he has encountered and the enjoyment he has obtained in producing state of the art brass models of Victorian, New South Wales, South Australian and United Kingdom prototype locomotives and rolling stock. The talk encompassed all as-

pects of development of the models from the preparation of the Data Pack to testing and preparation of the models for delivery to their lucky owners. The information provided whetted the appetite of modellers as illustrated by the number and variety of the questions put to John following the conclusion of his talk. A vote of thanks, moved by Stuart Westerman was carried by acclamation.

Open Days 1994

To be held on Saturday/Sunday 27 & 28 August 1994 (10 am to 5 pm) at the Club Rooms. Joint organisers are Bill Secker and Bob Marsden, with kiosk/canteen to be arranged by their offiders. Elizabeth Secker and Judy Marsden.

In the upstairs hall, there will be four layouts:

1. Clubs 'U' drive or Linton layout on the stage area.
2. Ron Welsh - USA HO layout.
3. Chris Elliott - USA HO layout.
4. John Gilmore/Graeme Nitz - Oe Die Oberdrautalbahn plus display cases, kit scratch builders, kiosk, etc.

The main layout will operate USA prototype on the Saturday and European on Sunday.

In the extension, Kyneton will be set up and operating.

The LGB group will be operating the outside layout (hopefully with additional track from last year), plus another 'laid on the concrete car park' layout as per last year.

Leaflets for distribution will be available at the July and August meetings.

Members are required to assist with:

- a) models for operating - VR/Australian for Kyneton; USA & European for main layout.
- b) models for display cases (any 'Pommie' fanciers willing to display?).
- c) kit/scratch building, etc.
- d) canteen assistance & food donations.
- e) setting up from 10 am on Friday 26th during the day and evening from 7 pm.
- f) availability for Saturday/Sunday.
- g) night watchman for Friday and/or Saturday night.
- h) dismantling and pack away on Sunday evening.

At the July and August meetings, a roster sheet will be available for members to fill in.

Car parking in back yard will be as per last year (leave as much car park space in the outside front car parks for the customers, please).

Members are requested to arrive on Saturday/Sunday mornings no later than 9.30 am (earlier if they have been allotted a specific task). The Club Rooms will be open from 8.30 am on both days.

Open Days 1993

Was held on Saturday/Sunday 28 and 29 August 1993 (10 am to 5 pm) with very warm, fine weather for that time of the year.

Attendance was a total of 680 adults and 267 children (see elsewhere for further information).

On the main HO layout on the Saturday, USA prototype was operated with mod-

els supplied by R Marsden, D Marsden, A McKenna, I McKenna, J Cox, G Turner, N Hambly, L Bugeja, S Pattison, G Nitz, J McClure, R Bogie, R Schonfelder; while on the Sunday, European prototype operated with models supplied by R Polistena, R Bogie, J Gilmore, W Secker, C Hill and R Lloyd.

The N gauge layout was not in operation due to the lack of interest by anyone willing to supply models, etc.

Willisland Sales & Information Stand was handled by W Morehouse, J Treseder and W Secker.

In the extension, there were 3 small club layouts with the models supplied by J Cox, R Welsh, D Welsh, together with display cases.

The outside layout (Landek Gaureda Bahn) and another layout laid directly onto the concrete car park area was in operation with N Riches, W McKenzie Snr, W McKenzie Jnr, R Watson, J Shepherd, P Ogier, P Trevina, D Martin and C Howden in attendance.

The upstairs hall had Kyneton layout operating with models supplied by R Polistena, A McKenna, J Harry, J Gardner, A Millar, J Davison, J McClure, R Schonfelder, R Lloyd, W Secker, G Brown, R Dunn and T Reeves.

Also upstairs was the layouts of G Nitz and J Gilmore 'Die Oberdrautalbahn'.

Models for display cases were supplied by A McKenna, I McKenna, J Gardner, R Pearson, G Nitz and S Pattison.

It is noted that no UK models were on display (seems as though such creatures are in decline, except for the erstwhile Peter England who was not available for the weekend).

Also upstairs, kitbashing, scratch-building, etc was carried out by I McKenna, S Pattison, R Bogie, Jack Kerr, R Lloyd and E Secker.

The kiosk/snack bar was operated by J Marsden, E Secker, M Lloyd and D Treseder. Food donations were received from Alfred Gibbs, Bill Morehouse, Ron Polistena, Dot Treseder, Elizabeth Secker, Judy Marsden, John Gilmore, Arthur Woods and Geoff Brown.

Setting up the displays, etc was carried out by R Marsden, G Turner, A Johnson, L Bugeja, S Pattison, Jack Kerr, W Secker, A McKenna, C Berry, J Poynter, N Hambly, O Ely, G Nitz, R Pearson, C Hill, A Millar, J Gilmore, R Welsh, J McClure, R Schonfelder, J Marsden, D Marsden and G Stockfeld.

Packing up on Sunday evening was undertaken by R Marsden, T Reeves, L Bugeja, A Millar, J Gilmore, S Pattison, J Davison, G Nitz, J McClure, R Schonfelder, R Pearson, R Lloyd, D Marsden, P Campbell.

Other members participating (whose name has not appeared elsewhere) were R Thomas, R Baker, M Martin, J Pearson, A Burton, M Lunt, R Monash, and R Hansen.

Once again, this event was very successful, even though the number of customers attending was down from 1992.

Maybe the weather was just too good, as both the afternoon sessions on Saturday and especially Sunday, were at times very sparsely attended. The morning sessions on

both days very busy, thus indicating that people had something else to do during the afternoons (maybe the very interesting final round of home & away matches in the AFL football!!).

Again the participation of members was excellent and thanks go to all concerned, with apologies to anyone whose name has been inadvertently left out of the credits. Any omission notified will be acknowledged in a future Journal.

Addendum

During the April Meeting the following items for display were shown in the Commercial Section and Private Section respectively:

G Nitz - Intermountain Railway Co - Box cars and Hopper wagon

Accurail - Box cars

Cannon & Co - detail parts for USA diesel locomotives

W Morehouse - Level crossing flashing lights & bells (O gauge) - operational

AVMRC Convention

To be held on Saturday 17 September 1994 at Abbotsford Masonic Temple (cnr Gipps and Henry Streets, Abbotsford - near Collingwood railway station).

Registration forms are available at the Club Rooms or from the Convention Registrar (Jack Treseder), 55 Creek Road, Mitcham 3132.

Returned

One of the Club's blue jackets that was reported as missing has been returned.

Modification to HO Layout

Later this year (1994), it is proposed to pull up the mainline between Gorfield and Morehouse, as well as the Branch line (including all scenery, base work, etc).

The driver's stand and panel will be moved back to the wall and the layout will be rebuilt in front of this stand. At the same time, additional point work will be installed at Gorfield and Morehouse so that a

mainline track will lead off into the extension where either Wills Street or Kyneton layout can be set up and operating. This will enable either of Wills Street or Kyneton to be a part of the main HO layout and can be operated on timetable sessions, etc.

It is anticipated that this modification will take at least a month to complete and during this time, the main HO layout will only be able to be operated from Lloydhurst to Gorfield and from St John to Morehouse (coaches and road freight vehicles will operate between Gorfield & Morehouse). Trains will also be able to be operated between Armstrong & Morehouse via the below Lloydhurst reversing section.

The branchline may only be able to be operated between Ebinger & Graeme Sidings during the modification.

1993 Timetable Sessions

Sunday afternoon session attendances were:

UK prototype - 3 sessions - minimum of 15 & maximum of 18 (Average 16.33)

USA prototype - 4 sessions - minimum of 10 & maximum of 18 (Average 14.25)

Aust prototype - 4 sessions - minimum of 13 & maximum of 17 (Average 14.75)

European prototype - 1 session - attendance 14

Average for all Sunday sessions was 15.

Thursday evening session attendances were: European prototype - 1 session - attendance 18

USA prototype - 9 sessions - minimum 11 & maximum 19 (Average 15.5)

Aust prototype - 3 sessions - minimum 12 & maximum 18 (Average 15)

Average for all Thursday evening sessions was 15.5.

Friday evening session attendances were:

European prototype - 8 sessions - minimum 11 & maximum 18 (Average 14.5)

Kyneton Layout

Will be set up in operating order in the extension/annex. This will enable members to work on this layout to hopefully upgrade,

keep in good order, etc.

Any member(s) willing to carry out work, etc on this layout, please see the Layout Manager, Ron Polistena. If members are not interested in working, etc on this layout it will (may) eventually go the way of the N gauge layout (a decision has been made by the COM to pull it up and replace it with a 12 mm layout).

Programme

AUGUST

- 1 MON Daylighters
- 5 FRI 1930 European Running Night Dutch - Era 3/4/5 (1945 to present)
- 6 SAT 1000 Junior Running Day B.Y.O. train
- 7 SUN 1330 Timetable Operation UK prototype (amended)
- 11 THU 2000 Social Meeting Model - Open Standard Categories Guest Speaker - Bill Mackenzie Moulding small parts Photo - Overhead Inspection Train /Vehicle
- 13 SAT 1330 Timetable Operation B.Y.O. train
- 15 MON 1000 Daylighters
- 19 FRI 1930 Timetable Operation U.S.A. prototype (Eastern 1950/1960)
- 25 THU 1000 Daylighters
- 27/28 1000 Open Days Name on roster
- 29 MON 1000 Daylighters

SEPTEMBER

- 2 FRI 1930 European Running Night German/Austrian - Era 3/4/5 (1965 to present)
- 4 SUN 1330 Timetable Operation Australian prototype (amended)
- 5 MON 1000 Daylighters
- 8 THU 2000 Social Meeting - Flash Yours - 10 best Slides Model - Standard Categories Photo - Locomotive on a Turntable
- 10 SAT 1330 Timetable Operation B.Y.O. train
- 16 FRI 1930 Timetable Operation Australian prototype
- 19 MON 1000 Daylighters
- 21 WED 1000 Junior Running Day B.Y.O. Train
- 22 THU 1000 Daylighters
- 29 THU 1930 Clinics - Trevor Reeves, Soldering whitemetal kits

OCTOBER

- 2 SUN 1330 Timetable Operation U.K. prototype
- 3 MON 1000 Daylighters
- 7 FRI 1930 European Running Night General - Era 4/5 (1968 to present)
- 13 THU 2000 Annual General Meeting Social Meeting Model - Open Standard Categories Photo - Special Colour Scheme Locomotive
- 15 SAT 1330 Timetable Operation B.Y.O. Train
- 17 MON 1000 Daylighters
- 21 FRI 1930 Timetable Operation USA Prototype (Western 1960/70)
- 22 SAT 1000 Junior Running Day BYO Train
- 27 THU 1000 Daylighters

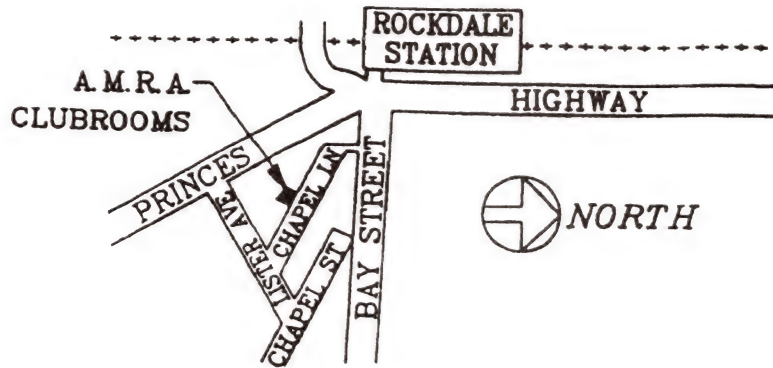
Open Days (General)

Since 1985 when the event was first held, the following formation and comments apply:

1985	Organisers W & E Secker	- held last weekend in August (school holidays)
1986	"	"
1987	R & J Marsden	- (not school holidays)
1988	W & E Secker	- " "
1989	G & J Stockfeld	- " "
1990	"	"
1991	"	- held 3rd weekend in September (school holidays)
1992	R & J Marsden-	"
1993	R & J Marsden & W & E Secker	- held last weekend in August (not school holidays)
Attendance by the public were:		
1985	686 adults &	360 children
1986	660 &	350
1987	564 &	308 (interference from Sth Eastern arterial roadworks)
1988	680 &	362
1989	780 &	464 (highest children ever)
1990	467 &	309 (lowest adults - very wet & cold weather)
1991	762 &	399
1992	791 &	390 (highest adults ever)
1993	680 &	267 (lowest children ever)

The average for the 9 events is 674 adults and 356 children.

Whether the event is held in August or September or on school holidays or not, does not seem to matter, but poor weather does adversely affect attendances. Probably the distribution of leaflets and advertising can have an affect on attendances.



Branch Diary

SATURDAY 7/5/94 - S.E.T.S. TOUR TO RAIL MOTOR SOCIETY, PATERSON:

14 members enjoyed a beautiful day tour to the lower Hunter town of Paterson, site of the Rail Motor Society, courtesy of the Sydney Electric Train Society's first tour outside the metropolitan area. A full report will appear next issue. -GP

SATURDAY 14/5/94 - O GAUGE OPEN DAY:

48 members and over 40 guests signed the attendance book for this first "O Gauge Day" in at least 4 years. 106 survey forms were handed out so we know there were actually at least that many! Bruce Lovett's report follows. -GP

FRIDAY 27/5/94 - LAYOUT OPERATION:

As nothing was planned for this meeting it was decided to hold a mixed running night for the 17 members and 1 overseas guest (Rick Stern of Cincinnati, USA). Rick, who models the Santa Fe, has a 40ft x 30ft layout in his basement and from the photos that he showed us, it is certainly most impressive. Both the O and HO gauge layouts were utilised. -RM

SATURDAY 4/6/94 - MEMBERS' AUCTION:

39 members and 2 guests attended the second auction of the year, with another good financial benefit to the Branch. There were a lot of magazines this time around, including surplus Branch issues (see "Library" column this issue); some Tyco rolling stock; Athearn and N gauge of note. Thank you to those members who donated items afterwards. Would all future vendors please take note of the "From The Cab..." column following, regarding new Auction Register Forms to be used in future. -GP

FRIDAY 10/6/94 - MONTHLY MODEL-LING CLINIC plus HO/N LAYOUT OPERATION:

With our "Modelling Mentor", Laurie Lumsden, taking a well earned break in Perth, Phil Kelly stepped into the fray with an "erudite" [adj. - learned] discussion of stainless steel passenger stock amongst several of the 22 members & 1 guest. Included in the discussion was the different types made and the adaptation of existing RTR stock, aided by Branch Library line drawings. Of note on the layouts was the return of the "Quetta River" (QR!) army train; and

static O gauge 12 class in both identities, 178 and 1245. A certain member who managed to be the first to turn up with a brass oil burning 55 (K) class - they've since multiplied such that 3 of the 75 made are in the Branch! - inspired this limerick from our resident "Garden Gnome":

There once was a man named Fred,
who bought a "K" & got a big head.
The "K" was an oily,
The man was a "goily".
and with any luck, he'll drop dead.
(and leave it to me!) -GP

SATURDAY 18/6/94 - AUDIO/VISUAL "EXETER DEBRIEF":

This meeting was devoted to studying & discussing the video & still footage brought back from our January field trip to Exeter (Journal #220). Using the video camera technique trialled in January, 35mm photos as well as video was recorded onto a tape that is held in the Branch Library, available for study when desired. Material was shown by Bill Cox & Alan Tonks (still), Phil Kelly & Ross Moar (still/video) and Barry Wilcockson (video). If any of the other members on the field trip, who were not able to show material this day, wish to put it on the Library tape at a later date, they are most welcome to contact the Publicity Officer. -GP

FRIDAY 24/6/94 - VISIT TO HILLS MODEL RAILWAY SOCIETY:

Following discussions held with the Vice President of the Hills club at the Springwood Exhibition, the subject of inter-club visits was mentioned (the Hills club is a member of AMRA). Our visit was duly arranged and 17 of our members ventured forth to Baulkham Hills. We were welcomed by President Roy Orton and were made to feel at home by club members. Those of us who took locos and rolling stock were offered the use of their excellent exhibition layout "Bundanoon". All who attended had a most enjoyable evening. Many thanks to Roy and the Hills members for the hospitality extended to us. We look forward to a reciprocal visit by the Hills club in the near future. -RM

ATTENDANCE - 1994 TO DATE

Totals: 781 members
177 guests
Averages: 26.0 members
5.9 guests

O Gauge Open Day

Saturday 14th May

"Norm, do you remember that O gauge afternoon we had a few years ago?" I asked. "Yes," said Norm, "It was quite a success."

"Why don't we have another one but put it on for a full day?" I suggested.

"Well," said Norm, "if you draw up a proposal, I will submit it to the Committee."

This was a conversation that took place in November 1993 between Norm Read and Bruce Lovett.

The proposal was drawn up and submitted to the Committee who gave it the green light. That was the easy part. Local O gauge manufacturers were contacted. AMRA members approached regarding exhibiting their models, model railway clubs sent invitations, a plan of the clubrooms drawn up showing the location of exhibitors then revised three times, the supply of food and drink for visitors and exhibitors discussed with the Ladies' Auxiliary, two hobby shops coerced into donating lucky door prizes, leaflets printed and distributed to all metropolitan hobby shops, Branch equipment reconditioned and repainted and frantic activity inbetween all this to prepare models and signs for the big day.

We must have done something right for the day arrived mild and sunny without any prospect of rain. The small parking area in front of the clubroom was set up with garden furniture and umbrellas for visitors and members to have their refreshments. We didn't want to have anyone wandering around near the displays inside with a cup of coffee in their hand.

After paying the \$2 admission charge, which entitled the patrons to free morning/afternoon tea, they were given a survey form to fill in and requested to place it in a box when leaving. We received valuable information from these survey forms. [Out of 78 replies, 73 said they enjoyed the day, 72 said they would come again and 74 suggested an annual or biannual event -Ed.]

In the vestibule were two commercial stands, Ian Tabor Castings and Iron Horse Hobbies (Graham Hearn), with a large range of O gauge equipment for sale. On entering the main hall the visitor was confronted with an extensive display of O gauge. On the left Colin Shepherd had set up his commercial stand with a large range of castings, loco and rolling stock kits, all NSW proto-

type. Next to Colin was an extensive display, four metres long on tiered stands, of locos and rolling stock built by AMRA members, ranging from a 12 class through to a mighty Garratt. Over against the wall next to the kitchen was a display set up by the author, showing scratchbuilt NSW locos and rolling stock plus USA prototype locos, rolling stock and structures, all 2 rail finescale.

Hard up against the N scale layout was part of a layout with Lionel and Williams USA prototype locos and rolling stock on show, plus a beautiful Shay loco operating up & down a length of track. Next to this was a glass cabinet, locked, with some beautiful brass locos and vintage Marklin (O gauge of course) on display. Down along the long wall was "Binabri", a fictitious out-back NSW unattended station with one siding and a wheat silo. This finescale 2 rail layout was built by

Graham Holland and the detail in it has to be seen to be believed. At the end of "Binabri" was Gago Models' commercial stand with samples of their S, RU and PHG kits, plus details of a 19 class loco kit they will be releasing later this year. Up on the mezzanine floor, the O gauge layout, probably the largest O gauge stud contact club layout in Australia, was in non-stop operation all day with a bewildering array of trains including a Flying Scotsman!

There was a steady stream of visitors throughout the day, which meant that you were able to study the models up close and ask questions without being rushed or having to look over someone's shoulder. Total attendance was 106 which was disappointing to me as we had put a lot of effort into promoting the day. Possibly the weather was too good. However, judging by the comments, visitors and members thoroughly enjoyed themselves to such an extent that it could become an annual event.

The lucky door prizes were drawn by June Larmour with the first prize, donated by Berg's Hobbies, going to visitor David North; and second prize, donated by Punchbowl Hobby Centre, being won by member Gary Butcher. Both of these prize winners work in HO gauge, so we may have two converts! All too soon the day was over and with many hands helping, packing up was soon completed.

First of all I must extend our sincere thanks to Shirley Hetherington, Val Hogan, June Larmour, Jill Morris, Zita Percival and Denise Tyson. These ladies manned (or should that be ladyed!) the kitchen throughout the day with excellent food, tea and coffee. Thanks girls, your efforts were appreciated. Thanks also to Ted Davies, Arthur Hall, Bert Hetherington, Bob Morris, Norm Read, Brian Rowling, Col Shepherd, Don Stone, Brain Tyson and Charlie Weathers, who lent their locos and rolling stock for either display or running on the Branch layout. A special thank you to Bill Veale for the Lionel and Williams display. Bill is not a member but readily agreed to display his collection. Another special thanks to Graham Holland who brought his "Binabri" layout all the way from Port Stephens. Also thanks to our commercial stands Gago Models, Iron Horse Hobbies, Colin Shepherd and Ian Tabor Castings.

Finally, a special thanks to the Wednesday Workers who reconditioned equipment, set up the display tables and many other tasks; plus the HO gauge members who helped out on the day. A job well done and appreciated.

Bruce Lovett

Annual Dinner

If by the time you read this you wish to come to the 1994 Annual Dinner on August 20th but have not yet booked, you had better hurry! As at the end of June the Dinner is almost half booked, and numbers will be strictly kept to 50 to prevent any feeling of overcrowding. The blue booking forms are available from the clubrooms, or phone the Organiser Zita Percival on 540-4078.

The great news for Guest Speaker this year is that, after two years of trying, we have confirmed RON PRESTON as our guest.

The menu is a 4 course hot dinner (BYO), as per last year: Pre-Dinner drinks & hors d'oeuvres

Home made Cream of Pumpkin soup

Chicken & Mushroom Vol au Vent

Oven baked Roast Sirloin of Beef

Roast Turkey with Cranberry Sauce

Baked Fish by request (please indicate on booking form)

Roast Potato & Pumpkin

Steamed Mixed Vegetables

A selection of Cakes, Tortes & Gateaux

Cheese Platter with Tea & Coffee

HO Fixed Layout News

For some months now this layout has been progressing by the building of mountains, fences, lake & wharf, timber yard and mill with timber stacks & sawdust incinerator. The lake has just acquired the paddle steamer "Pevensey", which was scratchbuilt by us. The brick wall between Warren & Parker is to be altered with the continuation of a rock landscape wall, to meet up with the brick portal. A meat storage building on it's own platform is also to be scratchbuilt for Parker West. The bridge across the lake at Dunn Junction is under construction & we hope this will be completed shortly and put in place. The sub-committee for this layout will meet again in July.

Ed Hogan

on behalf of the layout committee

Exhibition News

Preparations are well underway for the 32nd Sydney Model Railway Exhibition at the "new & improved" E.G. Whitlam Centre at Liverpool. People will have trouble recognising the place from the outside as the grass hill out the front has been long gone; the whole northeastern quadrant of the area has been developed as an aquatic centre with gymnasium, childcare facilities and amenities. In fact, the official name of the centre by the time we "move in" for the weekend will probably be "E.G. Whitlam Aquatic and Leisure Centre". Whilst the development itself is outside the areas we normally use, the planned completion date of end of October will result in our delaying the release of the floor plan (only) as far as possible and keeping a close watch on construction progress. As Phil Kelly put

it, "Plan A, Plan B and then a Contingency Plan!"

We are in (what I believe is) the good position this year of having more potential exhibitors than we can fit in, allowing us to choose a mix that will keep the Sydney Exhibition the best in terms of cross-section of the hobby. We will not be using the mezzanine level again and will avoid using the wrestling room if at all possible. The exhibitor's snack bar may also be trialled within the MacKellar Room. The Sydney Society of Model Engineers (SSME) return this year with a live steam ride for the kids, and the Bus & Truck Museum (HCVA) will run free shuttle buses to Liverpool station all weekend.

By the time you are reading this, there will be two issues to which we URGE you give your full attention. Firstly, the Exhibition cannot succeed without members to man the various positions over the weekend. When you receive your Roster Forms PLEASE GIVE WHAT TIME YOU CAN. As in the past, snack and catered meals will be provided for the requisite hours donated. Whilst the attendance statistics appear to show that exhibition numbers are healthy, this is in fact not the case at the times of the day when it's needed, e.g. over the

lunchtime sittings. Please consider your times of availability carefully. This year we particularly want to highlight the AMRA Demonstration Desk, where we would like to have members actively modelling.

Secondly, when the Exhibition flyers are produced, it has in the past taken over two months to get them out into circulation. Such a lead time has meant that the flyers have started to go out too early for October, therefore reducing their impact. This year, Bruce Thompson, who has in the last two years (at least) made a superhuman effort travelling from Caringbah to Blacktown & all points inbetween distributing flyers, has indicated he is not prepared to continue the practice - and fair enough I reckon. We want AS MANY MEMBERS AS POSSIBLE to help distribute flyers QUICKLY.

I know I'll be accused of preaching again, but as I continually point out, it is the Exhibition that is responsible for the clubrooms we all enjoy and the money in the bank. If you use the Rockdale clubrooms, I honestly believe you have an obligation to support the Branch in the ways listed above. We should all be proud of the country's oldest & largest model railway exhibition. One idea being considered is to individually ask members as they walk in the door, "How many flyers are you taking? How many hours are you helping?" What does the membership think....???

Glenn Percival
Publicity Officer

From The Cab...

NEW AUCTION REGISTER FORMS have been produced, reorganised slightly to speed up data input and minimise errors. To avoid a period where two different forms may be used concurrently, all old format forms have been removed from the clubrooms. Would any member who may have any Auction Register Forms in their possession prior to June 1994 PLEASE DE-

STROY THEM. New forms are at the club, in their usual position in the magazine rack behind the Programmes.

THE CLUB WISHES TO thank members Barry Wilcockson and Brian Tyson for the donation and framing of a copy of the SRA "Backshift" painting. The print depicts a Freight Rail yard on a dark, wet night. It has been beautifully framed and hangs next to our AMRA NSW emblem. Thank you again Barry & Brian.

ANY MEMBER WHO WISHES to operate the "Hawkesbury" layout at the exhibition and/or check out their rolling stock for same, is invited to come down to the club in late July (from approx. 13th). Keep an eye on the blackboard at the club or contact the subcommittee. Operators will be able to nominate such on their Exhibition Roster Forms in August and should expect to be available for other duties when not actually operating the layout.

MEMBERS ARE REMINDED THAT Wednesdays are designated work days, and that any running on layouts is at the discretion of the layout committees.

Library News

The Branch now subscribes to 'Continental Modeller' in addition to AMRM, 'Model Railroader' & 'Railway Modeller'. Check out the latest issues in the new magazine rack built by Norm Read - thanks Norm!

As the complete Library collection is being audited, many duplicate magazines are being found - complete years in some cases. As there is simply not room, nor the necessity, for so much duplication, excess stock will be disposed of over the ensuing months at Members' Auctions. If any member is interested in what is available and/or cannot get to an auction, etc., have a chat to Bob Poole.

As there has been some confusion regarding conditions of use of the Library, here are the details:

Usage of the Library, whether it be at the clubrooms or for borrowing, costs members \$2 each for the year between Branch AGMs (February to February). All Library memberships fall due at AGM time. Not all books are available to be borrowed (taken outside the clubrooms), in particular several irreplaceable works have disappeared over the years and all works are being reassessed as to whether they may leave the premises. In short, "red spot" books are reference works only whilst "green spot" books may be borrowed out.

AMRA NSW Clubwear

IF ANY MEMBERS ARE CONSIDERING ORDERING CLUB GARMENTS, ESPECIALLY JACKETS, PLEASE PLACE YOUR ORDER AS SOON AS POSSIBLE. As explained previously in this column, orders can be processed only when numbers are sufficient. All new Branch members should now receive an order form in their membership kit (note the new prices for jackets now apply) but, new member or "old", it is never too late to place an order - order forms are always available from the clubroom - call, call in or write for one!

Duty Officer Crew

Duties include: opening & closing the clubroom; greeting guests at the door and seeing that they are attended to; the general conduct of meetings; and making sure a report for "Journal" is made (where applicable). A roster of willing volunteers is maintained by the Publicity Officer, with a thank you to the following hardy souls having put their hands up thus far: David Bennett, Danny Elliott, Damien George, Barry Green, Phil Kelly, Philip Lee, Ross Moar, Glenn Percival, Bob Poole, Graham Saint, Bruce Thompson, Alan Tonks, and Brian Tyson. As you can see, Duty Officers need NOT be Committeepersons, but are subject to Branch COM acceptance. If you think you would like to actively help the Branch in this way, please contact the Publicity Officer.

Members' Discounts

The establishments listed below have indicated they will favour A.M.R.A. members as detailed. To obtain the consideration listed, members MUST show a CURRENT membership card (establishments know what to look for), and be at least a little discreet. In the words of one retailer, "When we have offered extra discounts we have been embarrassed with the situation of such a member announcing that he should get a discount on \$2 worth of track pins. Other customers then cannot comprehend why such a clown gets 10% when the twenty or thirty dollar purchase they are making doesn't seem to qualify."

CLASSIC HOBBIES, LIVERPOOL will offer further savings on their regular prices wherever possible.

HOBBYCO, CITY will offer 10% off across the store, except markdowns and specials.

PUNCHBOWL HOBBY CENTRE, BANKSTOWN will offer 10% off, except consigned goods.

SYDNEY HOBBIES, DRUMMOYNE will offer 10% off models only, cash or cheque customers. A larger discount may be available for bulk (Club) orders.

THE MODEL RAILWAY CENTRE, GYMEA will offer 10% off, except on consigned goods.

TOYMAN IMPORTS/YENNORA HOBBIES, YENNORA will offer further savings on their regular prices wherever possible.

VAGGS HOBBIES, MIRANDA will give 10% off.

CRONULLA STEEL FABRICATORS, 6/141 Taren Point Rd CARINGBAH, will give favourable consideration to members. This firm was involved in shoring up the frame that the "Hawkesbury" layout travels in.

More establishments will appear as confirmed, and this list also appears on the "A.M.R.A. N.S.W. Shop" noticeboard in the foyer.

The AMRA NSW Shop

CLUB SHIRTS

Adult sizes 14-30	\$26.00 ea.
Postage (if desired)	\$ 2.00 ea.

Personalised embroidered BONDS

"The Penguin Shirt" polyester/cotton pocketed shirts. "Natural" (beige) in colour, with AMRA logo on non-pocket side & your name above pocket.

CLUB JACKETS

Adult sizes 14-26	\$38.00 ea.
Child sizes 6-16	\$30.00 ea.
Postage (if desired)	\$ 5.00 ea.

KAY'S Custom Sportswear premium jersey fleece zip jacket, embroidered and personalised as above. Dark brown in colour. Made to order, January-November.

CLUB VIDEOS

A.M.R.A. in '92	\$18.00 ea.
AMRA '91	\$15.00 ea.
BOTH together	\$24.00 ea.
A.M.R.A. in '92 appended to your AMRA '91	\$ 8.00 ea.
Postage (if desired)	\$ 4.00 ea.

Call in, call or write for order forms for the above!

GAUGES TO AMRA STANDARDS

Limited Stocks!

HO GAUGE

Wheel/Track	Code 100	\$ 3.40 ea.
	Code 70	\$ 3.40 ea.
	Check gauge	\$ 6.80 ea.

N GAUGE

Wheel gauge		\$ 3.40 ea.
Track gauge	Code 80	\$ 3.40 ea.
	Code 55	\$ 3.40 ea.

M.E.K. MODELLING CEMENT

125ml bottle \$10.00 ea.

SELLEYS "AQUADHERE"

one litre bottle \$ 5.00 ea.

ALUMINIUM DIECAST G-CLAMPS

\$ 1.50 ea.

two inch (51mm), with plastic foot & handle

C&K BRAND QUALITY SWITCHES

#7201 DPDT \$ 3.50 ea.

#7203 DPDT centre-off \$ 3.50 ea.

#7105 DPDT centre-off momentary action \$ 4.00 ea.

(for your hand throttles!)

LIGHT EMITTING DIODES (LEDs)

1.5mm red \$ 0.75 ea.

DIODE BRIDGES LIMITED STOCK!

6A - PIV 100V \$ 4.50 ea.

plastic encapsulation with centre mounting hole

SMALL ALLIGATOR CLIPS

packet of 10 \$ 1.00 pkt

AMRA CAR WINDOW DECALS

\$ 0.50 ea.

affix to inside of back window

STYRENE SHEETS (set of 5)

60,40,20,20,10 thou. \$10.00 ea.

CORK BALLAST STRIPS

1/8" (for HO gauge) 1m x 4cm \$ 0.60 ea.

1/16" (for N gauge) 1m x 2cm \$ 0.20 ea.

SAMPLES ONLY:

Genuine Pelton Australian scale coal

150g bag \$ 8.00 ea.

Prototype 160mm max. In O, HO & N scale.

Club Programme Notes

It is never too late for programme suggestions so if you have any, PLEASE jot them down and send them to the Committee.

THE SCENERY DEMONSTRATION ORIGINALLY set down for July 22nd has been deferred to Saturday November 5th.

Fig 2



From the Blastpipe

It always seems that whenever I go to write this, there is nothing new to report and we're still waiting. So, without wanting to disappoint avid readers of this column, I will say there is nothing new to report and that we're still waiting.

Impossible as it sounds, the council have still not managed to sort out our building application so actual construction has still not begun. That doesn't mean to say that everything is at a standstill since most of the frame fabrication has been completed as has the roofing panels. It should all go up fairly rapidly once the council sort things out.

Now we have moved out of South Brisbane, the club may be temporarily without a home but things are still happening. On Saturday 18th June, Warring and Heather Geddes hosted about 30 AMRA members for an inspection of Warring's layout. After giving a talk on the concept behind the layout, Warring gave a demonstration of his card order system which had a lot of members enthralled. His layout should serve as an inspiration for anyone building one and I'm sure a lot of his ideas could be used on the club layout when it is rebuilt. Thanks very much to Warring and Heather for putting on a marvelous afternoon tea (ably assisted by the ladies who were there) and for putting up with us for the afternoon. I'd also like to thank Bob Mawson for organising the whole thing (I always seem to be thanking him. I wonder if that's because he always does so much for the club)

Anyway, as soon as the building goes up, we'll let you know by mail so you can finally come and enjoy the new clubrooms. Until then, we hope to have a few informal get togethers from time to time so we'll keep you posted. Just remember, model railways are fun (even though trying to get clubrooms built isn't!)

Happy modelling
Tony Weber

Monthly Gatherings

April

No monthly gathering was held this month as the fourth Thursday evening worked out to be the setting up of our Annual Exhibition. A good response from the members ensured the equipment and fencing at Zillmere was delivered to the exhibi-

tion pavilion. Here the canteen was set up, electricity connected and other preparations done for the main setting up on the next day, Friday.

May

This was our last activity at the South Brisbane Clubrooms. Again, a good roll up of members ensured all seats were taken. A sad moment perhaps, South Brisbane being the branch's home for over ten years, since the early 1980's. Nevertheless, those present were in a happy jovial mood. Perhaps because the only thing left in the clubrooms was chairs, and the only thing to do was sit around and tell yarns.

The meeting started with Tony and Bob reporting from the committee about the recent exhibition and progress with the new clubrooms. Special mention was made of the outstanding efforts made by members during the move. Thanks to all. Entertainment was show and tell, organised hastily from the previous working party on the third Saturday.

Don Warn was first to present an item of interest Don bought along an old Q.R. Telegraph chart and spoke of his experiences with the Morse system using the system of code words for sending standard messages.

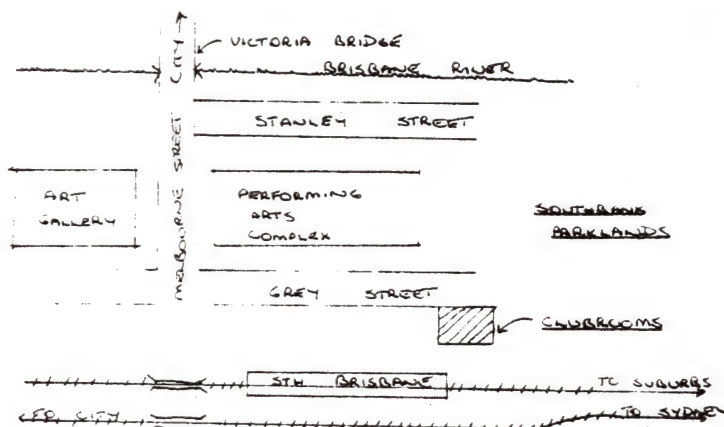
Bill Dunn spoke of his experiences train chasing in Queensland and New South Wales passing around some large photos of his travels.

Ted Ward presented some interesting items and the latest information on the re-development of the Q.R. workshops group.

Tony Weber spoke about his latest loco kit, a HO scale DJH kit of a South African 4-8-2 (19D). Tony is looking at regauging the kit to be the correct HO_N3½ gauge of 12mm instead of 16.5mm.

Following this, members commented about a floor plan of the proposed clubrooms, giving suggestions on lighting, security and other matters.

Our final activity for the evening was a slide show by Chris Malone and Stan Moore.



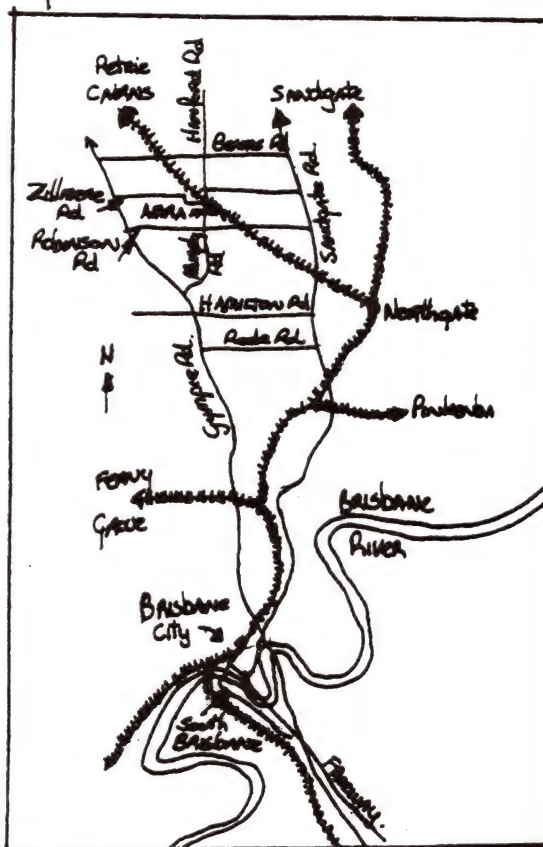
Chris showed slides of modern day Q.R. highlighting heritage activities and the latest news in Queensland Rail. Stan showed a selection of slides taken over 25 years ago of New South Wales and Queensland Railways. Some of the audience had difficulty controlling themselves at the sight of NSW 40 classes on the Newcastle Flyer.

So ended our occupation at South Brisbane. Supper was provided by Stan (cold drinks) and Ted Ward (Sliced Buns). At 10.52 p.m. the clubroom door was locked for the last time.

Moving to Zillmere

Fig 1 shows the relationship of South Brisbane to Zillmere in the Northern Brisbane area. From the city one can simply travel north on Gympie Road, turning right after Chermide onto Murphy Road. Travelling north on the Gateway Arterial Road (not shown) one could exit at Toombul

Fig 1



Road, go to the end where it meets Sandgate Road, continue north on Sandgate Road and turn right into Zillmere Road.

Fig 2 shows a close up of the clubroom area, showing the three main roads in the district.

Fig 3 (on page 101) is another close up of the Clubroom site. Take care exiting and entering the side street for the Branch Property. Rail Patrons can walk through the station car park and then via the walkway beside the overpass.

Fig 4 shows the clubrooms. A Building built from high tensile steel with exposed trusses. Special care has been taken with Insulation and ventilation, special insulation is being fitted, plus several Wirrygig ventilators.

The area of Zillmere

Back before the mid 1970's, Zillmere Road, just north of the Clubrooms, was a straight through road with a Level crossing at the end of the platform at Zillmere Railway Station. However about 20 years ago, the Murphy Road overbridge was built and the level crossing closed. This caused eastwest traffic on Zillmere Road to Zig Zag via the new overbridge, Dunsford Street and Ridgmount Street. This caused the traffic arrangement which exists at the clubroom site. Note that all Queensland Branch traffic has its own traffic lights to exit the property and enter the Murphy Road/Dunsford Street intersection.

Fig 3

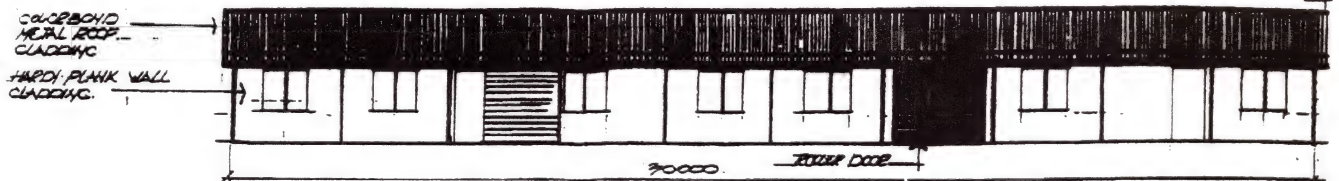
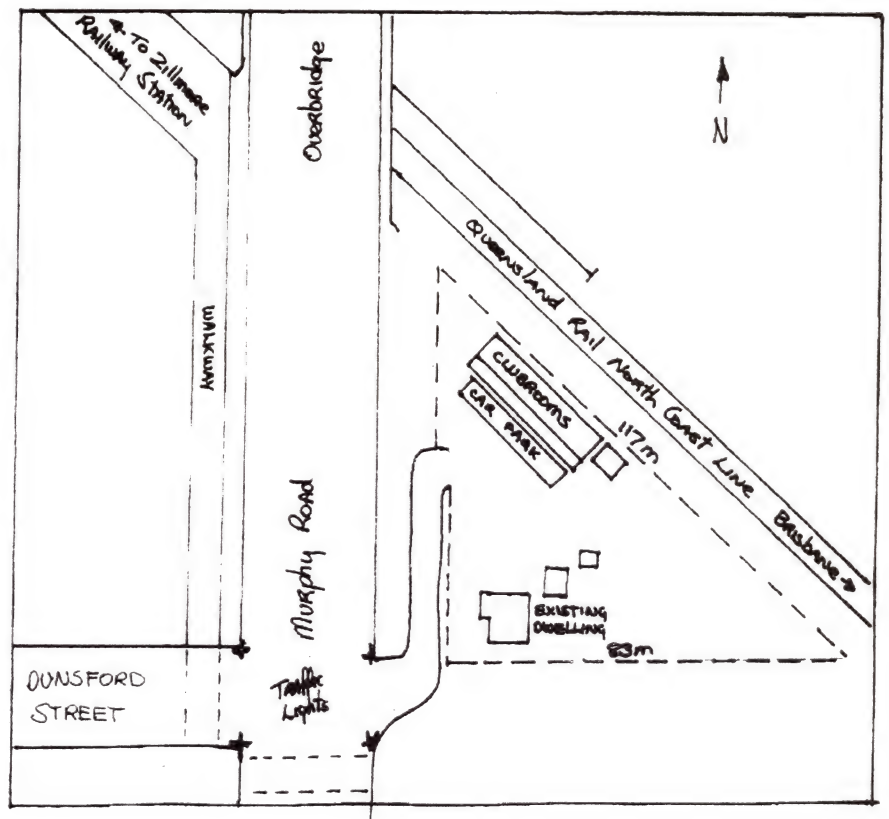
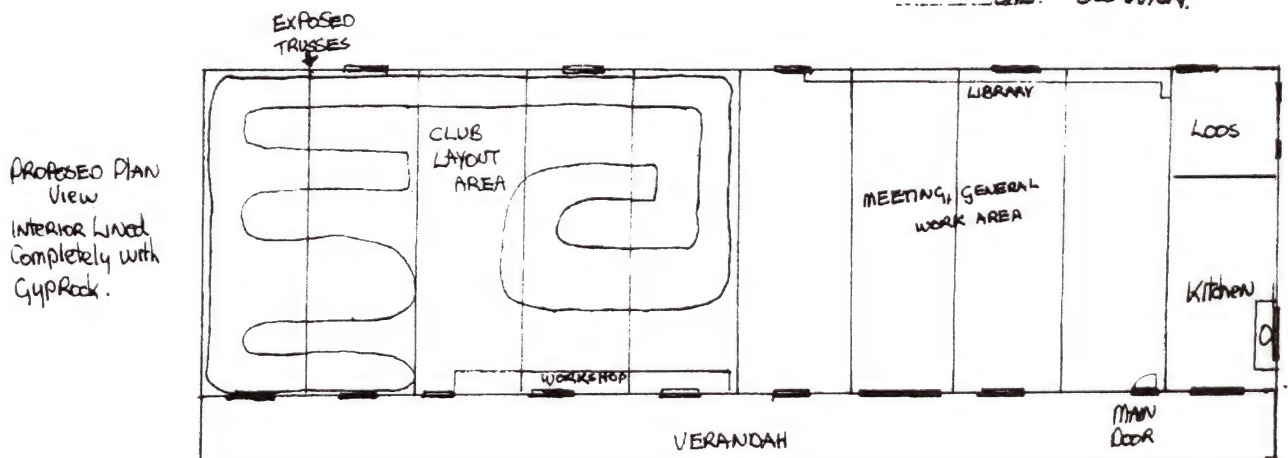
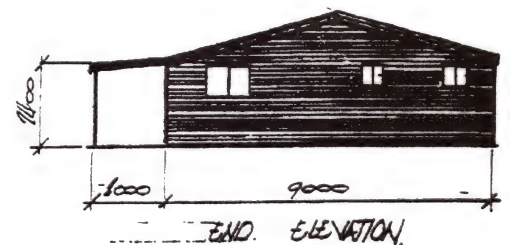
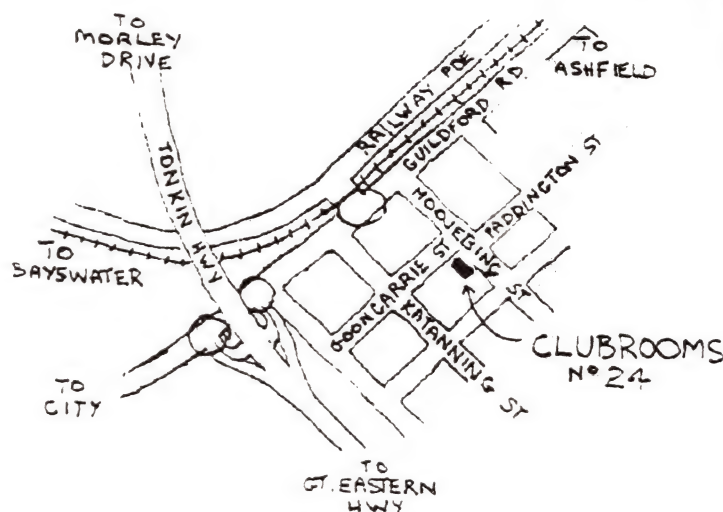


Fig 4

FRONT ELEVATION
(FACING MURPHY ROAD)

AMRA OLD BRANCH
CLUBROOMS.





Neither

"Simon's Scribblings" nor "Jim's Jottings"

As our President, Simon Mead, has been overseas since 20th May, he has not 'scribbled' and as our vice President, Jim Hidden, seems to have lived up to his name and has not 'jotted', the following notes are what your 'Branchline' Editor thinks they ought have 'scribbled' or 'jotted'.

The 1994 Model Railway Exhibition

We all hope that each year's Model Railway Exhibition will 'be better' than the previous one. But what do we mean by 'better'?

If it's measured by the number of people who paid to come to the , then 'we can be neither dejected nor 'over the moon' about 1994 when compared with 1993, for we attracted two less people this year than we did in 1973! This, unchanged, attendance was however some 10% above the estimated attendance, which was based on the average attendance at all of our previous three-day Exhibitions, so it was, overall, a 'fairly good' Exhibition from the attendance point of view.

As far as 'quality' was concerned, I believe that the 1994 Exhibition was also 'fairly good' - there were 19 operating model railways (excluding the Branch's "Ossie Gully" U-Drive layout) and of these ten had not been seen before at a Model Railway Exhibition, another three had not been seen for several years and the remainder could be classed as 'old favourites'! And, for the first time for several years, we had a continuously manned Modelling Demonstration Stand, presented by the British Railway Modellers of Australia. The World Speed Record Attempt by Jim Gregg and others of the Western Australian Garden Railway Association provided a useful 'bait' to encourage the print and electronic media to attend, as well as providing a lot of interest to persons in the Pavilion whenever an attempt at the speed record was being run.

Of course, not everything was 'perfect' and some useful constructive comments were made by members and

others at the Exhibition 'Post Mortem' on 20th June. Many of these were in respect of the quality of the food supplied - it was pointed out that the Branch has no control over the quality of the food, nor indeed anything at all to do with the catering at the Model Railway Exhibitions held anywhere in the Claremont Showgrounds. The reason for this is that the Royal Agricultural Society only allows caterers approved by them to operate in the Showgrounds and at the moment there is only the one approved caterer, Trident Caterers, which is a P&O subsidiary. Nevertheless, the Branch Management Committee has taken note of all the comments made and these will be assessed by those who will be managing the 1995 Model Railway Exhibition.

We were pleased to have the President of the Association, Brian Tyson, the Vice President of the Association, Graham Lamour, and their wives with us on both the Saturday and the Sunday afternoons and they all attended the Social Gathering that evening as our guests.

The trophies that had been determined by the end of the second day of the Exhibition were presented at the Social Gathering. These were:-

"The Bill Gardner Cup" awarded for "The Best Model of a Railway" as assessed by a panel of judges, using pre-determined criteria...

"Cunderdin" exhibited by the Railwest Modelling Group (Sn3½).

Bill Gardiner's death on 19th May was noted, by Ted Thoday and a short summary of Bill Gardiner's assistance to the Western Australian Branch was given.

"The Jack Stanbridge Trophy" awarded for the Best Operating Model Railway" as determined by the exhibitors of the operating model railways in the Exhibition.....

"Cunderdin" exhibited by the Railwest Modelling Group (Sn3½)
- for the Best Presented Operating Model Railway

"Cunderdin" presented by the Railwest Modelling Group (Sn3½).

- for the Best Presented Static Exhibit Stanbridge's Hobbies

"The A.M.R.A., W.A. Branch Trophies" for "The Best Presented Stands" as assessed by a panel of judges consisting mainly of

members of the Management Committee and using pre-determined criteria.....

"Cunderdin" exhibited by the Railwest Modelling Group (Sn3½)

Following the close of the Exhibition, Ted Thoday, who took over the co-ordination of the judging at short notice, counted up the votes registered by the public for "The A.M.C. Trophy". The exhibit which polled the most public votes was

Stand 19 "Peakdale" exhibited by Jean Wainwright

After reviewing the voting procedure for and the results of the Best Presented Static Exhibit, Ted recommended that this classification be divided into two sub-classes, namely those Stands at which trading occurs and those other static exhibits where no trading is involved. This recommendation was adopted by the Management Committee and an additional trophy was awarded. In fact, two additional trophies were awarded, as there had been a tie in the new classification that Ted had proposed! "The A.M.R.A., W.A. Branch Trophy" for "The Best Presented Static Non-Trade Exhibit" was awarded to:-
Stand 11 Hotham Valley Tourist Railway and
Stand 30 Castledare Miniature Railway of W.A.

These two last mentioned trophies were awarded at the Exhibition 'Post Mortem' on 20th June, as well as the replicas for the three perpetual trophies.

Full details of the voting and judging for all the awards are given on the following pages.

Thanks are due to all those members of the Branch who assisted to make the Exhibition the success it was. Gary Arcus and Garry Pilmoor carried out various 'executive' duties during the three days of the Exhibition, meeting various problems head-on as they arose. Ted Thoday did a super job with the rostering of the members who volunteered to help run the Exhibition, as well as picking up the coordination of the judging at the last moment. Forgive me for not mentioning everyone who did their bit because there were so many of you and I was 'out of the main stream' this year manning the BRMA Stand and therefore I am unaware of everything that everyone did.

Finally, a few words on the Raffle..... as has been the practice in recent years, members were 'encouraged' to sell (or buy) a book of tickets, unless they had indicated in the past that they did not want to receive a book of tickets. The response by members was particularly good. A book of 20 tickets was sent to each of 284 members, with 25 members being 'excused' because they were below the legal age for selling tickets or because they had told us they did not want any. Of these 284 books, 186 were returned fully sold, 73 were returned part sold, 40 were returned completely unsold and the remainder were not returned at all! Subsequent enquiries has revealed that all of these were unsold. Some came back for more books of tickets to sell, thus partly offsetting the unsold books returned by some members.

In summary, 4256 tickets of the 6000 issued to members were sold - a good result!

A less good result was the fact that only 881 of the 4000 tickets taken to the Exhibition were sold. This is a very much lower sales achievement than has been experienced at past Exhibitions and this point was canvassed during the Exhibition Post Mortem. We certainly learned a lesson or two about dynamic selling at the Exhibition and steps will be taken to make sure that the lesson is not 'unlearned' before the next Exhibition.

Overall, 5137 of the 10000 tickets printed were sold. We had budgeted on selling 80% of the tickets and clearly, this result, about \$2800 less than had been expected, was somewhat disappointing.

It was particularly pleasing, however, to see that the first prize of \$1000 was won by one of our members, Allan Hamilton of Collie, and that the second prize of \$200 was won by the mother of one members, Andrew Wells of Kelmscott.

Alan Porter

on behalf of the Management Committee

Fly On The Wall

At The Management Committee Meetings March

Subscription for "Modelling Railways Illustrated" received and paid. Dishonoured cheque from Branch member to be further pursued. Building supervisor for Clubrooms extension project located, agreed that Branch should pay his membership of Association to 1995. Castledare to be offered options Of using Clubrooms with either Southern Modellers Group (bi-monthly) or LMS modellers Group (monthly). Live centre for Branch lathe still being investigated. Embleton PEAC request for talk and demonstration of modelling buildings agreed, with possible involvement of P. Allcock. Decision not to proceed further with the ex-Wesley College layout. Request from Central Midlands Agricultural Society for display at Moora Show considered with interest shown by J. Hidden and R. Smart in participation. Further \$750 agreed for expenditure on "West-N-Trak" layout. Discussion on losses from cool drink sales and new procedure agreed. Discussion on Exhibition covering admission

prices, change of catering standard for social evening (drinks and snacks only), issuing of invitations to display, etc.. Purchase of larger box for First Aid kit agreed. Report on three new throttles made for "West-N-Trak" layout by D. Waters noted and thanks agreed. B. Bryant outlined maintenance needed on Branch's locomotives and rolling stock. Report on layout questionnaires received to date.

APRIL

Locomotive purchased from "Moojebing Market" with dishonoured cheque recovered; agreed to request AMRA Federal COM to consider cancelling the membership of the person involved. Request by Noranda Square Shopping Centre for a display discussed and agreed only if barricading and security supplied and a substantial fee paid. Proposal from J. Gregg for an attempt on world speed record for live steam locomotives at Model Railway Exhibition discussed and agreed as useful device for attracting interest of the media. Discussion on Exhibition covering advertising schedule, hall layout, production of Exhibition Guide, rostering of members, liaison with caterers, daily management of Exhibition, judging, housekeeping, coffee bar maintenance, Consumer Affairs approval for weekend trading, etc. Committee concern about short notice cancellation of recent Southern Modellers' night. Offer of donation of two mobile phones from Optus accepted with thanks. Further \$250 expenditure on "Ebford Regis" layout and further expenditure of \$300 on "West-N-Trak" agreed. Layout 'Gaffers' to prepare budget estimates for 1994/95.

May

Follow-up to Exhibition items, including preparation of barricading design plans and 'Bills of Materials', hiring of trestles & chairs, judging documentation, money handling and raffle butt return arrangements. Agreement that all scheduled Branch meetings must take place and that designated Duty Officer must find a replacement if he is not available. Letter of thanks received from Embleton PEAC for display and demonstration of modelling of buildings, copy to be sent to P. Allcock. Further Exhibition discussions: advice that Federal COM President (B. Tyson) and Vice President (G. Lamour) will be attending Exhibition and overtures have been made for informal discussions on the future structure of the Association. Advice that Bill Gardner had passed away on 19th May and that Ted Thoday should speak on this at the presentation of trophies at the Exhibition social evening. Damage to a member's valuable locomotive due to lack of care by another member noted and agreed to put a low 'fence' at edge of "Haltwhistle" fiddle yard. Over-crowding in "Moojebing Market" with consequent overflow into "Paddington Market" noted and possibility of extra cabinets discussed.

Membership Matters

Twenty three persons living in Western Australia have joined the Association since the last issue was published and conse-

quently, they become members of the Western Australian Branch, without further payment, might I add! That number of new members is a WORLD RECORD!

Sixteen of these joined the Association at or since the 1994 Model Railway Exhibition, which just goes to show that although we may not be as happy with some aspects of the Exhibition, there can be no about its success in promoting the hobby in general and membership of the Australian Model Railway Association (and our Branch) in particular.

The new members are listed below, together with the locality in which they live and their modelling interests, where known. We welcome them all aboard, and we hope that their membership of the Association and of the Western Australian Branch, in particular, will be both enjoyable and fruitful to them and to the 'older' members too:

Peter & Thelma BEAUMONT	Balga HO
Isobel BURDET	Quart Hill
David BUTLER	Mount Lawley Sn3½
Patrick DAVIES	Worley HO Australian
William & Malcolm DAVIS	South Perth N & OO
Mario DELPERO	Bayswater HO Australian
Graham DODD	Tammin
	Tinplate, 3-rail O
Cyril & Rebecca ELLIOTT	Beechboro N
Warwick GRIGG	Connolly OO
David JAMES	Forrestdale HO
Scott & Stuart MACDONALD	
	Mundaring
Hugh McNEILL	Karrinyup
	HO & Hornby Dublo
Adam & Kate MASCHETTE	Gosnells HO
Geoffrey MERCER	Lynwood 16.5 gauge
James MORRIS	Nollamara HO/OO
Ron POWELL	High Wycombe HO & 45mm gauge
Keith SHURMER	Forrestfield
Nigel SMITH	Willetton OO
'Chips' VAN DER MEULIN	Glendalough

Keith Shurmer is the father of Student Member Daniel Shurmer, who joined earlier in the year and Cyril Elliott has rejoined after a gap of about five years. Welcome back, Cyril.

And now for the bad news.....

All members of the Branch, except those who joined during and since the 1994 Model Railway Exhibition, will receive in this issue of "JOURNAL" a membership Renewal Form. The subscription payment to renew membership through to 31st August 1995 will be 'due and payable' by 1st September 1994 and if not paid by 31st October 1994, membership privileges will cease.

In past years, many members of the Association (although there have been few from the Western Australian Branch) have claimed to the Federal Registrar that their copy of the relevant issue of "JOURNAL" did not contain a Membership Renewal Form. So, to eliminate that excuse, the next issue of "THE BRANCHLINE" will also

contain another copy of the Membership Renewal Form for 1994/95. There'll be no excuses from now on!

Alan Porter
Branch Registrar

Vale - Bill Gardner

(Australian Model Craft)

Bill Gardner (of Albury) is dead. And so ends an era of a man who brought so much happiness to many of us - model railroaders - in Australia.

You may never have met him but he had you model railroaders foremost in his life - he was "Mr. Peco of Australia".

I became acquainted with Bill Gardner in 1949 when he contacted me over supplies of Peco track and points to sell in my Hobby Shop which I started in 1948. I was very sceptical of his intentions and ideas and what he was suggesting to sell to me. Our relationship grew over the Years and, honestly, I found he was the only supplier of model railway goods in Australia who knew what he was about. He added many more good lines to his supply line, like Rivarossi - no-one had heard about them in Australia and he developed a good trade in many years, championing them for some twenty years.

At all times Bill was very conscious of prices. An accountant before he began Australian Model Craft, he was often chided by others for keeping the price down. I remember years ago - Peco track was selling at 95c per yard and he sent out a letter of apology and advice to retailers that Peco track would have to be retailed at \$1.00 a length as from such and such a date - did we, the retailers, think it would sell at such an outrageous increase in price? It did not falter!

Albury was known to me as just a break of rail gauge between Melbourne and Sydney. I had tramped that long platform since 1932 and many times during the War. Then, all of a sudden, Albury became a place, as a town where I would go to visit Bill and Joyce Gardner over the years to look over his range of model railway gear and enjoy his hospitality. Even after I retired, I visited Bill and Joyce each year. He did a lot for me.

He was a very quietly spoken man. Amazingly, neither he nor his wife Joyce ever drove a car in their lives. He was full of modelling ideas and constantly gave out, at no cost, papers on "how to do it". He supplied modules to "show how" and A.M.R.A. has a few of these for display. He gave "The Bill Gardner Cup" for model railways to A.M.R.A. as a permanent Cup, which we hope will go on in remembrance of Bill.

At the time of his death, he had already "given away" (virtually) his Australian Model Craft business. In later years, he became known, in, in Albury, as 'the man in the Blue Cap' - A staunch Rotarian for some fourteen years, he was a respected member, always willing to help anyone, particularly the younger generation. He was well respected for his enthusiasm and advice to all who would listen.

Bill was born in Glen Iris, New South Wales, (sic! should this be Glen Innes, NSW or Glen Iris, Victoria ? ...Managing Editor)

in 1911. His full name was William Henry Holmes Gardner. He moved from Sydney to Albury with his wife Joyce (now deceased) in 1947 and began his business of Australian Model Craft. In its heyday, he employed twelve people, many of whom I got to know personally.

Bill and Joyce had no children. Joyce was almost as knowledgeable as Bill with regard to model railways. Bill carried on until he had a stroke.

He had designed and partly built his dream 'HO' layout as a 'show place' - he never completed it.

Bill will be sadly missed by many people and many people owe him a lot.

He died (in his Blue Cap) on May 19th 1994, aged 82 years.

Jack Stanbridge
June 1994

Just a couple of points of clarification - Bill Gardner presented two trophies to the Western Australian Branch - "The A.M.C. Trophy" in 1977 and "The Bill Gardner Cup" in 1979. He also presented five "We Show You How" display modules to the Branch, as Jack points out.

We all mourn his passing.

Alan Porter
"The Branchline" Editor

Programme

Saturday	23rd July	General Club Activities	Note 2
Wednesday	27th July	Plastic Kit Construction Workshop II	Note 7
Saturday	30th July	General Club Activities	Note 2
Monday	1st August	"Tree Making"	Note 12
Wednesday	3rd August	LMS Modellers of W.A. Special Interest Group Meeting	Note 4
Friday	5th August	N scale Special Interest Group's Topic Night	Note 1
Saturday	6th August	General Club Activities	Note 2
Monday	8th August	Sn3½ Special Interest Group meeting	Note 6
Wednesday	10th August	Plastic Kit Construction Workshop III	Note 7
Saturday	13th August	Special Project Afternoon	Note 13
Monday	15th August	Auction	Note 14
Friday	19th August	N scale Special Interest Group Meeting	Note 8
Saturday	20th August	General Club Activities	Note 2
Monday	24th August	Plastic Kit Construction Workshop IV	Note 7
Friday	26th August	Southern Railway Modellers Special Interest Group Meeting	Note 15
Saturday	27th August	General Club Activities	Note 2
Monday	29th August	Slide Night	Note 16

Friday	2nd September	N scale Special Interest Group's Topic Night	Note 1
Saturday	3rd September	General Club Activities	Note 2
Monday	5th September	Using Photocopiers To Aid Your Railway Modelling	Note 17
Wednesday	7th September	L.M.S. Modellers of W.A. Special Interest Group Meeting	Note 4
Saturday	10th September	General Club Activities	Note 2
Monday	12th September	Sn3½ Special Interest Group Meeting	Note 6
Wednesday	14th September	Cardboard Kit Construction W/Shop I	Note 18
Friday	16th September	N scale Special Interest Group Meeting	Note 8
Saturday	17th September	General Club Activities	Note 2
Monday	19th September	"Looking At Swiss Railways"	Note 19
Saturday	24th September	General Club Activities	Note 2
Wednesday	28th September	Cardboard Kit Construction W/Shop II	Note 18

Programme Notes

All meetings, except where noted, will be held in the Branch's Club rooms at 24 Moojebing Street, Bayswater (right opposite to Paddington Street). Moojebing Street runs off Guildford Road towards the Swan River about 50 metres east of the traffic signals which are opposite the Cresco fertiliser works.

The times of the meetings are as follows, unless otherwise noted:-

Mondays and Wednesdays: 8.00pm
Fridays: 7.30pm Saturdays: 1.30pm

The Committeeman who is the Duty Officer for the meeting will open the Clubrooms at least 15 minutes earlier than the times specified above.

Visitors are always welcome - just come in and introduce yourself to the Duty Officer (ask someone who he is). He will make really feel at home by showing you around the Clubrooms (which we know are the best of any model railway club in western Australia and possibly even anywhere else in Australia) and by introducing you to some of the other members present.

The fees payable by members at each meeting cover some of the general operating expenses of the Branch's Clubrooms and entitle members to free hot refreshments (tea, coffee, Milo) and biscuit.

Cool drinks are available from the Refrigerator - see the Duty Officer to gain access to make your choice. Cordial is also available from the Refrigerator and at no cost.

Note 1

Although these "Topic Nights" are aimed at the N scale modellers, escapees from the larger scales are welcome to come along and hear about various aspects of modelling in N scale, many of which are equally applica-

ble in those larger scales.

Programmed topics for the next three months are:-

"DECALLING" by Ian Wood and Barry Bryant - a follow up from the July topic.
"KIT BASHING/SCRATCH-BUILDING"
Note 2

At these General Club Activities meetings, you may use the Branch facilities more or less as you wish (provided that you do not upset the other members!) - you may run your own trains on the Branch's 16.5mm gauge "Haltwhistle" layout (or, see the Duty Officer and get an issue of the Branch's OO scale equipment), you can do much the same on the "West-N-Trak" layout, you can assist with the debugging and a further development of the O scale "Ebford Regis" layout (with its 16.5mm, 32 mm and, now, 49 mm gauge tracks), you can help Matthew Turner and the other Student Members on their new layout, you can browse through the mountains of information that we have in the Branch Library, you can put a videotape in the VCR (and sit back and watch 'the show'), you can use the Branch's "Work Station" for that little job that you haven't been able to do at home (except that you must apply to the Duty Officer for the issue of the Air Brushes and the Lathe Tools and accessories) or, if all these activities seem a little bit too arduous, you can chat away to like minded model railway enthusiasts.

And, don't forget that you can ask questions! Find the Duty Officer and he will either answer your questions or he will find someone who can.

Note 4

The LMS Modellers Group of W.A. aim to inspire the known modellers of the London, Midland and Scottish Railway, its many constituents and its successor, British Railways (London Midland Region) to greater heights by these monthly meetings, where there is an exchange of information on a chosen topic, know-how on the availability of LMS models, LMS modelling hints and tips, mutual admiration of each other's LMS modelling efforts and general chit-chat, but only on LMS matters! The programmed topic for August is:

3rd August "0-6-0 Goods Engines Of The LMS"

On 7th Barry Keens will host the LMS Modellers Group at his home at 28 Lovegrove Way, Morley, where he will show the progress on his model of Stanbridgeford, first station on the former LNWR line between Leighton Buzzard and Dunstable.

Note 6

At these 'workshop' sessions, you can try your hand at building a WAGR 3'6" gauge vehicle in S scale (1:64) - you can start, under the guidance of experienced mentors, on a fairly simple project, such as a 4 wheel GC Open Wagon and graduate, when you're more confident, into more complex goods wagons, passenger rolling stock and steam and diesel locomotives. You can get most of your modelling requirements for such activities, either from "Paddington Market" (styrene sheet, MEK, soldering flux, etc.) or from the Railwest Models sales person present (wheels, compensation units, brass rod, sheet lead, etc.).

There will be modellers at all stages of skill and with their models at all stages of completion, so you will not be at all out of place, whatever your skill level. There's a great group of Sn3½ modellers there to inspire, guide, cajole or otherwise encourage you to get into and excel in this most desirable of railway modelling - doing your local scene! Remember and be inspired by at the recent Model Railway Exhibition!

Note 7

As part of our continuing effort to assist new members and other inexperienced modellers improve their modelling standards, the Management Committee has invited Ted Thoday to lead a series of practical modelling sessions aimed at taking those participating from the opening of the box to a completed model.

The details of the sessions are:-

27th July Continuing the Construction
10th August Adding the detail, Painting
24th August The Finishing Touches, Transfers, Weathering etc

Note 8

The N Scale Special Interest Group meetings are designed to allow active modellers in N scale to enjoy some running on the Branch's "West-N-Trak" layout, after all the effort of getting it ready for the recent Model Railway Exhibition.

Remember, you don't have to be a modeller in N scale to come along to these - you just need good eyesight!

Note 12

The fifth of a series of talks and demonstrations aimed at beginners to the hobby. Richard Smart and some of his colleagues will be showing several different ways of creating perfect miniature trees in the three main modelling scales.

Note 13

Doesn't time fly! It's time again to collate, staple, check, fold, envelope and Post Code sort the August issue of "THE BRANCHLINE". There's a task to suit everyone's talents!

There will be no deferments of the publication date for the August issue for your Editor intends to leave for Canberra a few days later to attend the BRMA Convention on the following weekend.

Note 14

Only A.M.R.A. members may submit items for sale at this Auction but non s will be welcome as potential buyers. The Auctions Coordinator will give consideration, if requested, to a member using the Auction as a means of disposing of the model railway item contained in the estates of deceased persons who were the friends of an A.M.R.A. member but not a member themselves.

The Rules for the Auction are printed on the reverse side of the Auction Form which will be available at the Clubroom, or if you cannot get to the Clubroom to pick them up, contact the Secretary and he will mail the necessary number of form to you. Vendors are requested to complete their Auction Forms before they come to the Clubrooms on the evening of the Auction, as this assists in the speedy marking up of the lots for sale and their display to potential buyers.

The Clubrooms will be open from 7.30pm to allow for early marking up of lots for sale and their display. NO ITEMS For sale will BE ACCEPTED AFTER 8.00pm.

The Auction will commence at 8.15pm sharp. It is expected that the Auction will be completed by about 10.15pm.

Note 15

Anyone interested in the modelling of the Southern Railway, its constituents (such as the London, Brighton & South coast Railway, the south Eastern & Chatham Railway, the London & South Western Railway) and its successor, British Railways (southern Region) are invited to come along and meet 'kindred spirits'.

Construction has started on an exhibition layout based on Alton, Hampshire, so you may be able to offer to show off your skills on the alternate months when this Group meets elsewhere.

Note 16

It's over ten months since we last had a showing of slides from members and we're sure that there must be quite a few that have not been seen before. With so many new members, the prospects for novelty are great. Try to keep to model railway slides, if possible, but any slides on railway topics in general are welcome. Bring along no more than 20 slides and tell us a bit about each of them as they are projected.

Note 17

The incredible technological advances in photocopying in recent years give plenty of opportunities for the railway modeller to produce items which were previously just on the want list. David Hardy is an experienced photo-copier serviceman and is well qualified to speak on this subject.

Colour photocopying, in particular, has opened up a whole new world for the railway modeller.

Note 18

Barry Keens has indicated his willingness to follow the lead set by Ted Thoday and to guide new members and inexperienced modellers through assembling a card-board kit. This will be done over four sessions with the new members and inexperienced modellers put into groups of four or five, each group working on their individual kits under the guidance of a facilitator.

It is intended, if there is a demand, to follow this series of 'Workshop Sessions' with a series on Tree making and then by another an modelling with styrene sheet and MEK - watch this space!

Note 19

If ever there was a country where the railways have been built with great engineering triumphs, then Switzerland must be it. Let David Weber, owner and exhibitor of "Reichenbach" at the recent Model Railway Exhibition, tell you and show you something of his home country.

Plastic Kit Construction For New & Inexperienced Modellers

The intention is that each participant starts with a simple unmade plastic kit of their choice and works on it, under guidance, at the four sessions, continues at home between sessions and finishes the series

with a completed model. A set of notes will be provided to everyone attending the series.

To save time at the first session, please open your kit carefully, sure that you do not lose any of the parts, particularly the small pieces.

Read through the instructions carefully a couple of times and make sure that you understand each step. Without removing any of the parts from the sprues, try to identify each part against the instructions. Don't worry if you run into trouble - we'll be looking at this in the first session.

Sessions 2, 3 and 4 will start with a Question Time, where the facilitators will attempt to solve any problem experienced between sessions.

For the first two sessions, you will need the kit of your choice and some tools

- a craft knife, the plastic handled type with snap off blades is quite adequate.
- a 30cm steel straight edge, get the best quality one you can afford - with reasonable care, it will last a lifetime.
- a small steel engineers square, the comments above also apply
- emery boards, the ladies of the house use these to file their nails with. Used ones are quite acceptable for our purposes.
- Blu-Tack for holding pieces together while having a 'dry run' or while the adhesive sets, etc.

- a few elastic bands and clothes pegs are also useful.

- a piece of quarter plate glass, approximately 30cm x 30cm, the size is not critical. This is to give a true flat working surface which will also stop you cutting the family dining table, or getting solvent on it!! Ask your supplier to 'stone' the edges so that you do not cut yourself. You can, however, do this yourself, in a few minutes, with an oil-stone. (Your local glazier may well have a suitable off-cut in his waste bin.)

- adhesive, either in a tube, or preferably, a liquid solvent such as M.E.K.
- a cheap, fine tipped artists brush for applying the liquid solvent.

For sessions 3 and 4, you will also need:

- paints - make sure that they are suitable for use with plastics.

- (artists) mini brushes - buy the best quality you can afford. Sable brushes are the best but Daler 'Dalon' are very good and quite suitable for our purposes, and also a lot cheaper.

- Polydens, for cleaning your brushes.
- an old toothbrush and some washing-up liquid

Ted Thoday

Cardboard Kit

Construction

For New & Inexperienced Modellers

Kit Construction Evenings (to be held on Wednesdays, 14th and 28th and October 12th and 26th) are another series of 'hands on' for anybody who would like to improve their skills in assembling cardboard kits.

The idea is to bring a cardboard kit which can be constructed over the four eve-

nings, with help from your hosts, plus some work at home perhaps.

The kit can be of any make, any scale and any prototype but should not be too complex for the new or inexperienced modeller.

As well as the kit, you will need :-

- a sharp craft knife - the snap off type is quite suitable.
- a modelling board - the best one is the "soft, double sided, self healing cutting mat" but a piece of chipboard, Medium Density Fibreboard (MDF), or heavy cardboard will do.
- PVA ('White Glue') adhesive or your favourite, if it works.
- a straight edge, such as a 30cm steel rule.
- water colour paints or felt pens.
- a fine tipped artists brush if you're using paints.
- elastic bands, pegs and clips to help to hold things together while the glue sets.

These evenings will have a certain formality about them: for instance the Starting Time is 8.00pm sharp. However, the whole idea is to enjoy yourself while improving your modelling skills and to enjoy the company of other modellers in a modelling session.

Information sheets will be made available to all participants.

Barry Keens

Around The Layouts

Before getting on to the Exhibition, I must remark upon a recent incident on the "Haltwhistle" OO scale layout.

A member had been running a rather expensive steam locomotive and wagons around and was in the process of removing them from the rear fiddle yard of the layout. Whilst doing this another member reached over to remove his locomotive from one of the inner tracks of the fiddle yard and when doing this, accidentally knocked the other member's locomotive onto the floor. The locomotive, as can be imagined, sustained a fair bit of damage.

To try to prevent a recurrence of this unfortunate incident, we will be installing a board along the outside of the fiddle yard but we must all look at the way that we operate "Haltwhistle".

"Haltwhistle" is the most used of the Branch's layouts, particularly on Saturdays, so maybe we should have a think about the following suggestions:-

1. Do not leave locomotives and rolling stock on the layout if you are not running them - remove them to a safe location.
2. When removing locomotives and rolling stock, take the most expensive item/s off first.
3. Take particular care when working around the fiddle yard area.
4. Only members operating trains should be behind the layout in the operating area. (this same proviso should also apply to all the Branch's layouts)

'Gaffer' for the "Haltwhistle" layout, Ken Hatcher, is not at the Clubroom every Saturday due to work commitments, so maybe we should be looking for another 'Gaffer' for this layout. Any suggestions, please see me.

We may also have to appoint a 'Running Gaffer', to look after this layout on any day that the 'Gaffer' is not present. How about one of the more responsible users of this layout taking on this task?

The Exhibition, I feel, went off very well. It was 'touch and go' with the "West-N-Trak" layout but we did get there and, hopefully, gave the general public value for money.

To start off, some thanks are necessary. To Ian Wood, Dave Waters, Ric Ganzer and Doug McLean, a "Thank You" for the work that you put in the new modules. Doug's modules are his own but the others are the property of the Branch and they will certainly now improve the appearance of the 'N' scale layout and will allow us to retire and refurbish the station area module for 1996.

Next, I would like to thank the O scale lads, particularly Roger Solly, for all the work they put in on the electrics - we certainly could not have had the modules fully operational without their help.

Members wanting to see how good model railway wiring should end up like would be well advised to have a look under the modules some time.

Talking of the O scale lads, a BIG "Thank You" should go out to Dennis Ling for looking after the "Ossie Gully" U-Drive layout at the Exhibition for me - this allowed me to concentrate my full efforts on the N scale layout.

I would next like to thank Richard Smart for the excellent work he did on the signs - they set off the "West-N-Trak" layout beautifully.

To all the members and non members who spent the four days setting up, ruining the layout and providing the rolling stock and pulling it down and returning it to the Clubrooms, thanks - it was a job well done. Without you, there would not have been a "West-N-Trak".

Finally, a "Thank You" must go to all members who assisted in any way or who put up with the Layout Room full of "West-N-Trak" layout on the Saturday prior to the Exhibition, when it was put together for the first time! There were no complaints and, in fact, there were many who pitched in and helped us out. To you all, on behalf of the N scale lads. Thank you.

The 1994 Model Railway Exhibition is now behind us. The 1995 Model Railway Exhibition is twelve months away - twelve months in which to finish off "Ebford Regis" and twelve months to help the 'Gaffer' for the Student Modellers layout. Matthew Turner, and his small group of younger members to complete their layout. Now, twelve months seems to be a long time, but just ask Ian, Dave, Ric or Doug what twelve months means to them. In August 1993, it was "no worries, a piece of cake, we'll have the modules finished in plenty of time". May 1994 was 'panic time', trying to get the modules finished! Dennis Ling also knows that twelve months is not as long as you might think, so the pressure is now on Dennis and the O scale lads to get "Ebford Regis" ready and for Matthew and the other Student modellers to get their layout ready. Both projects will need help, so I'm sure that they will be only too pleased to give a job to

anyone who offers.

Barry Bryant
Layouts Coordinator

From The Reading Room

The 1994 Model Railway Exhibition provided the opportunity for the Branch to bring in some income from the sale of duplicate copies of magazines that had been donated to the Branch. It needs to be stated that donated magazines are always looked at to see if they're already in the Library stock and, if so, whether they are in better condition than those in the Library stock. If not, they are assigned to the 'sales' pile.

About 75% of the available items were sold, the rest forming the base for next year's sales!

Interestingly, most of the non-railway magazines (covering model boats, cars and model engineering), most of the prototype railway magazines and the American railway modelling magazines were sold, as were almost all of the 'annual' bundles which had been made up. The items which have been returned to the Branch are predominantly odd copies of "Railway Modeller", but that's not too surprising as this magazine dominates the donations of magazines to the Branch.

I'm sure that a lot of conclusions could be drawn from this but I think they are best left for discussion at the Clubrooms. Perhaps the main question arising is: "What proportion of model railway magazine sales in the newsagents and hobby shops is accounted for by "Railway Modeller"?"

While on "Railway Modeller", we have now received the binders for the past few years of this magazine and all our holdings are now in these binders (or 'properly' bound, as is the case for the first ten years or so). It is interesting to see that the internal mechanics of these binders have been changed to cope with the larger and heavier issues of the recent years. The new ones are considerably wider (in shelf width) and are now quite substantial items. Do take care with the yearly binders of "Railway Magazine" when using these in the Library or if borrowed.

We are missing the December 1993 issue of "Railway Magazine" from our collection. It has been removed from the box in which it was stored (along with the other eleven issues for 1993) before the new binders arrived - this is a very disappointing occurrence and clearly shows that we still have a few members who think that Branch property is theirs and theirs alone! If anyone has a copy of the December 1993 issue of "Railway Modeller" which they do not wish to keep, we would be very grateful to receive it to complete our 1993 collection.

Meanwhile the Library continues to grow (roll on the new building, so that the Library can expand into the present Store-room) with magazine donations from Ted Thoday, Alan Porter, Mike Woods, Peter Sapte, John Mills, Malcolm Thompson and Graham Watson. New books have also been donated: "Historic Railway Disasters" from Doug McLean, "3801", "Model and Miniature Railways" and "Grease Rag Yarns" from Jack Elliott and others from Alan Por-

ter, Andrew Wells and David Weber. Thank you, on behalf of all members of the W.A. Branch.

We have also purchased two new books from Wild Swan publishers which should be invaluable: "Modelling Great Western Branch Lines, Part Three" and "The Art of Weathering". The latter must be destined to become one of the hobby's master reference works, as it provides great advice and plenty of pictures to assist anyone who wants their locomotives to look grubby. Railway modellers must be unique in taking a shiny new model and then deliberately making it look uncared for! Now, why don't the manufacturers sell them really dirty? Would you buy one?

On a related matter, many new members ask the Library staff for a book on how to get started in model railways. I must confess that I am not aware of any single book that is both simple enough but also comprehensive enough for the beginner. Most books which have this aim spend far too long confusing people about scale and gauge, while saying nothing about gradients! The layouts suggested are either very small (the British branch line terminus on a bookshelf) or too large (the American city freight-yard in the basement).

The PSL range of books are very useful and I think are the best collection, but they are not ideal.. Do you know of the 'ideal' book for beginners in model railways? Maybe you have one which has guided you for years - if you know of one let us know, perhaps by a letter to "THE BRANCHLINE". If we get some sort of consensus, the Branch will look to buying one.

Gary Arcus
Library Coordinator

I have found that Norman Simmon's book "How to go Railway Modelling", first published by Patrick Stephens Limited in 1972 (and since followed by several revised editions) to be a very useful 'complete' book. It only devotes 17 pages to scale and gauge and does mention gradients! I thought we had a copy in the Branch Library. Alan Porter)

Book Review

"14 Model Railway Projects"

compiled by Leo Simpson
Silicon Chip Publications Pty. Ltd.
275mm x 208mm pp96
ISBN 0 646 17810 5 \$7.95

Printed in 'magazine' format with card covers, the book gives details of fourteen electronic projects for railway modellers. Written and published in Australia, the circuits are right up to date with the latest technology.

Among the circuits described are throttles, steam and diesel locomotive sound generators, a track tester, a level crossing detector, sound and lights, etc..

The circuits range from simple to complex. The text is written in simple, basically non-technical language which describes the circuitry, what and how it works, where to obtain the circuit boards and components and how to construct, test and fit the units.

Your reviewer's copy was obtained from Angus and Robertson, Perth, where there

were plenty of copies on the display.

Well worth the price and worth including in your own home library.

Ted Thoday

Odds and Sods

Seen at the Exhibition

Dennis Ling, who managed the "Ossie Gully" U-Drive layout throughout recent Model Railway Exhibition told us of his amusement when a youngster, handed the controller for one of the trains, started to it point it towards the layout, accompanied by a series of 'up and down' jerks of the controller. He clearly had not seen the controller's 'umbilical cord' and thought he had a TV/VCR remote controller in his hand!

ACCU-flex Acrylic Paints

A few jars of ACCU-flex acrylic paints in railway colours have arrived at P & J models and Stanbridge's Hobbies has a lot more but all are non railway colours. It seems that Badger may have overcome their problem that bedevilled the introduction of ACCU-flex acrylics into Australia.

Hints And Tips

To fill join lines, etc. use Tipp-ex (or a similar) correction fluid. thoroughly dry, it can be sanded smooth and painted in the usual way. This is particularly useful on corners which do not quite fit properly.

To prevent solder running from under a joint, for example when soldering a tank side to the running plate, place two pieces in position and with a soft pencil, draw a line along the joint position. Then flux the other side and solder - the graphite from the pencil prevents the solder from running under the joint and so saves much cleaning up.

To open up round holes, such as the windows in cab front sheets and rear sheets, use a taper reamer. Available from Tandy and Dick Smith stores with a taper from 3mm to 14mm.

All the content of the Western Australian notes were extracted from "The Branchline". Some articles of interest were omitted because of the late arrival of "The Branchline" and difficulties in scanning the high volume of text (and asides) in the script type font that Alan Porter is so fond of using!...Managing Editor

Layout Names Registration

As Of 19.05.94

Queensland

Cape York Lines - Ronald Toogood	HO
Eurobahn - Thomas Robinson	HO/OO
Exeter & West Junction - Peter Goss	OO
Nambour & Yandina - George & Phillip Hadley	HO/HOn3½
No Name - Marten Van De Pol	HO
Rosewood - Stephen Colclough	HOn3½
White River Railway - Robert Mawson	HO
Wilga Creek - Arthur Rowe	HOn3½

New South Wales

Cav & Pag - Laurence Perrins	12 & 9mm
Crafton - Rodney James	HO
Halfway Creek Junction - Peter Bellanto	HO
Hawke's Summit - John Bryan	HO
Hoopsroke Rlver Tramway Coy. - Edward Ward	HO
Los Montoyas Division - Stuart Hay	N
New England Line - Graham Saint	HO
Nil Desperandum - Keith Grant	O
No Name - Bill Shirley	OO
No Name - Brian Castle	HO/HOn2½
No Name - Ronald Harper	HO
Reedy Creek - Robert Gallagher	HO
Soggy Sausage Hollow - David Cutter	HO/LGB
South Western Pacific Rly - Graham Lamour	HO
Westgate - Allan English	HO
Wingham - Rodney James	HO

South Australia

Crevecoeur - Ernest F. Raddatz	HO
Steinheimer Kleinbahn - Ernest Raddatz	HO

Victoria

Blackwood - Neil Riches	HO/HOn2½
Brandy Creek & Glenlee R.R. - James Gibson	HOn2½
Brooks Yard - James Cox	HO
Bundilla & Ooria Railway - John J. Harry	HO
Cripple Creek - Peter Couacaud	N
Gardners Creek Railway - John Gardner	HO
Gc & Cd Railway Gregory Attrill	OO
Hillside - Peter & Michael Lunt	HO
Koonalda & Southern R.R. - Owen Ely	HO
Mousehaven Railway Co. - Stuart Westerman	OO
No Name - Archte Burton	HO
No Name - Leslie Hunter	HO

No Name - Kevin Hurley	HO
No Name - James Stock	N
Nowland, Bluebird & Riversend - Thomas Brian Southwell	HO
Pacific Southern - Lindsay Horsley	HO
Ross River - Bernard Mandoux	HO
Ross Vale - Bruce Race	HO
Rothdale - Edwin Rothery	HO
Thelac - Jack Huggett	HO/OO
The Shed - Rodney Young	HO
Valley Downs Railway - Brian Hocking	HO
Vulcan Vale Railway - Rick Richardson	On2½

Western Australia

Alcheringa - Northern Morris Cooper	HO
Avalon (Dale Road) Barry Bryant	N
Bedford - Alan Owens	HO
Blackwood Vale Railway Kieron Wright	HOe
Bridlewood & Somerset Peter Scarfe	HO
Buxham - A.A.Porter	OO
Conrail (Martindale Creek Subdivision) Rodney Tonkin	HO
Delaware, Allegheny & Louisville Rr Dennis Ling	O
Ebford Regis - AMRA (WA)	O
Haltwhistle - AMRA (WA)	OO
Horton & Mentmore - Barry Keens	OO
Hotch & Potch - Robert Phelps	N
Kotsburg, Bayern - Dennis Coats	HO
Lotschberg - Martin Engel	HO
No Name - Ross Parker	S4
No Name - Ted Skinner	OO/HO
Ossie Gully - AMRA (WA)	OO
Port Able - A.A.Porter	OO
Stanbridge Ford - Barry Keens	OO
Stayholme - Dewmoor - A.A.Porter	OO
Tylwyth Teg Railway - John White	On2½
West-N-Trak - AMRA (WA)	N
Wheatstone Bridge - A.A.Porter	OO

Any modeller wishing to register should send the following details to

Ernest Raddatz, 5 Railway Terrace Wests Snowtown, SA 5520.

(a) Use the form which appears regularly in Journal or

(b) (1) Name of Layout (2) Date when first adapted (3) Gauge & Scale (4) Size (5) Your own name and address.

AMRA Membership Changes To 3rd June 1994

New Members

NSW

HO	OM Kirkland D.E.	47 Napoleon St Sans Souci 2219	5292067
HO	OM Mojsovski M.	14 Nicholson St Tempe 2044	5589972
HO	FM Mojsovski S.	14 Nicholson St Tempe	
HO/NO	OM Rawlins B.	32 Dutton Rd Buxton 2571	046919917
	FM Rawlins Mrs K		

Vic

HO/OO	OM Carroll M.	16 Foam St. Hampton 3188	5983899
HO	USA SM Hawthorne P.	46 Gowrie St Sth Oakley 3167	5707936
HO	OM Jones L.C.	260 Swansea Rd. Lilydale 3140	7363459
HO	OM Kahl D.	GPO Box 1739Q Melbourne 3001	4177142
HO	OM Merrell C.	213 Waverley Rd. Mt Waverley 3149	8079364

Qld

HO	OM Blannin W.	35 Wakefield St. Sandgate 4017	2691873
	FM Blannin Mrs G.		
HO	OM Smith J.	40 Bertha St. Kalings 4030	

W.A.

HO	OM Beaumont P.F.	43 Kilmurry Way Balga 6061	3422701
	FM Beaumont Mrs T		
Sn3½	OM Butler O.G.	32 Grosvenor Rd Mt Lawley 6050	3283960
HO	OM Maschette P.	25 Otterden St Gosnells 6110	3981426
	FM Maschette A.		
	FM Maschette Miss K		
HO/45mm	OM Powell R.	89 Bandalong Way High Wycombe	6057 4547427

Late Renewals

Vic

OM McDonald S.	4 Hilton St Mt Waverley 3149
OM Sargent J.B.	23 Riddell Rd Wantirna Sth. 3152

Address Changes

NSW

OM Hogan E.	2/35 National Ave. Loftus 2232
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Qld

FM Hogan Mrs V.	
OM Garty F.	4 Cootinda Place Doonside 2767
FM Garty D.A.	

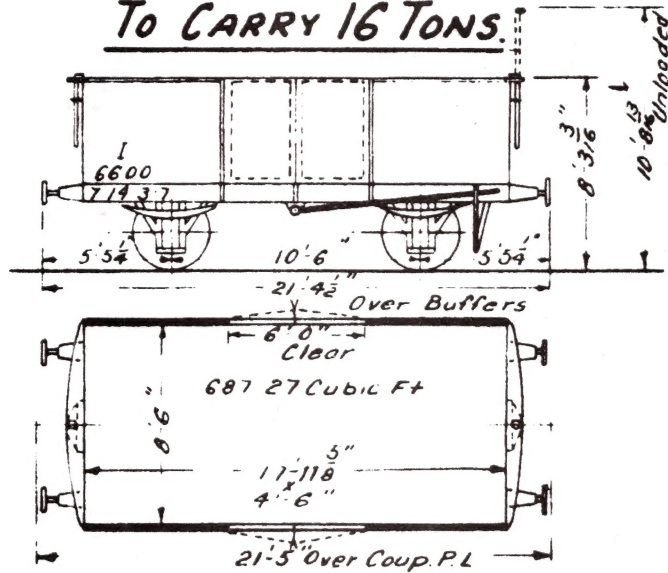
W.A.

OM Cooke S.A.	29 Blue Gum Place Midvale 6056
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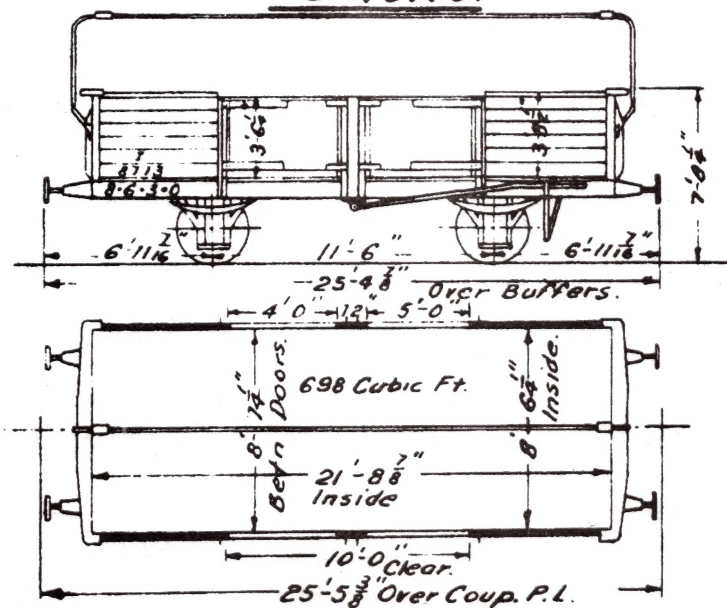
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